





Digitized by the Internet Archive  
in 2016

<https://archive.org/details/allhands8748unit>







MISSING NOV.ISSUE



# ALL HANDS

MAGAZINE OF THE U.S. NAVY

JANUARY 1990

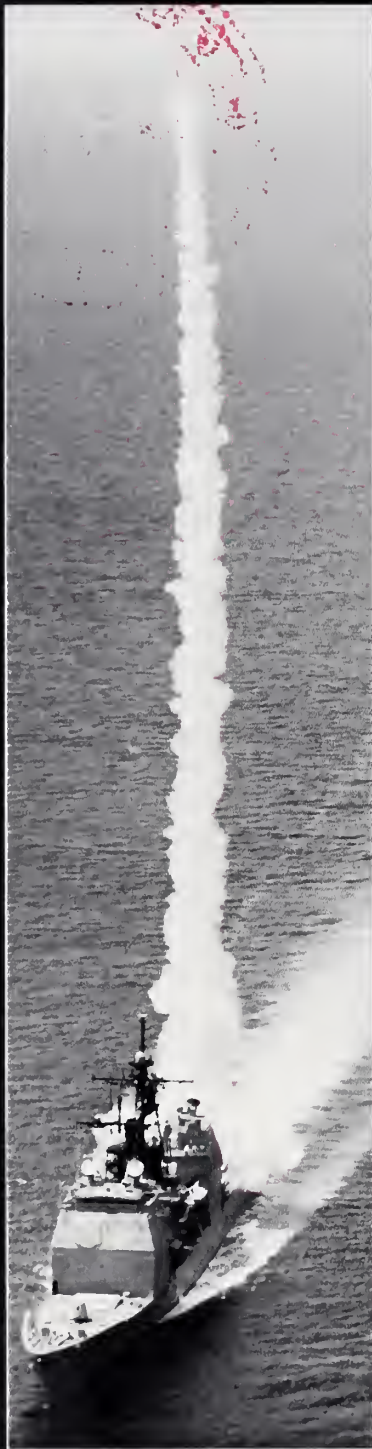


- Photo Contest
- Hurricane Hugo

59.05 ✓  
416

PERIODICALS





Left: USS *Chancellorsville* (CG 62), commissioned in November, fires a standard anti-air missile from the ship's aft Vertical Launching System magazine. Below: The Navy's 12th *Ticonderoga*-class guided missile cruiser was named in commemoration of a civil war battle fought near the Rappahannock and Rapidan Rivers in Virginia, May 1863.



207.17:874

U.S. DEPOS COPY

Secretary of the Navy  
**H. Lawrence Garrett III**  
 Chief of Naval Operations  
**ADM Carlisle A.H. Trost**  
 Chief of Information  
**RADM Brent Baker**  
 CO Navy Internal Relations Activity  
**CDR Connie L. Haney**  
 XO Navy Internal Relations Activity  
**LCDR Patricia J. Anthony**  
 Director, Print Media Division  
**LCDR John A. Marchi**  
 All Hands Editor (Acting)  
**LT W. Jeffrey Alderson**  
 All Hands Assistant Editor  
**JOC Robin Barnette**  
 Photojournalists  
**JO1 Lee Bosco**  
**PH1(AC) Scott M. Allen**  
 Writers  
**JO1 Melissa Lefler**  
**JO1 Dennis Everette**  
**JO2 Chris Price**  
**JO2 John Joseph**  
**JO2 Andrew I. Karalis**  
**JOSN Marke Spahr**  
**Jan Kemp Brandon**  
 Associates for Art and Layout  
**Richard C. Hosier**  
**Michael David Tuffli**  
 Communications  
**RM1 Adrian Baker**  
 Graphics and Typesetting  
**DM2 Mike Rodrigues**  
**DM3 P.V. Whitehurst**  
**William E. Beamon**

**All Hands** (USPS 372-970; ISSN 0002-5577) is published monthly by Navy Internal Relations Activity: 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Second-class postage paid at Alexandria, VA 22314, and additional mailing offices.  
**Subscriptions:** Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Price: \$15, U.S. and FPO; \$18.75, foreign. Make checks/money orders payable to: "Superintendent of Documents, GPO."  
**Postmaster:** Send address changes to NIRA, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007.  
**Editorial Offices:** Send submissions and other correspondence to: NIRA, Print Media, Attn: Editor, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Phone (703) 274-6208 (AV 284-4455) for editorial; (703) 274-5953 (AV 284-4315) for distribution.  
**Message:** NAVINREACT WASHINGTON, DC.  
**Authorization:** The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

NIRA also publishes *Captain's Call Kit*, *Navy Editor Service*, *Navy Family Life-line* and *Navy News Service*.

# ALL HANDS

MAGAZINE OF THE U.S. NAVY  
 JANUARY 1990 — NUMBER 874  
 68th YEAR OF PUBLICATION

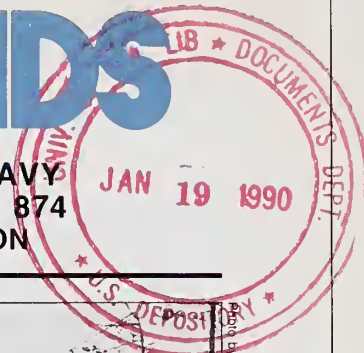


Photo by PH3 Tom Perry

## Hurricane Hugo — Page 4

<b>4</b>	<b>Hugo vs. Charleston</b> Hurricane hits hard	<b>18</b>	<b>Photo contest</b> Judges select top entries
<b>10</b>	<b>Hugo vs. Puerto Rico</b> Storm batters Caribbean	<b>34</b>	<b>Making his move</b> Navy wrestler now coaching
<b>13</b>	<b>CNO Retention Team</b> Trip schedule for 1990	<b>36</b>	<b>CNP perspectives</b> Issues important to sailors
<b>14</b>	<b>Moving up</b> Careers roll aboard "Lex"	<b>45</b>	<b>Index</b> <i>All Hands</i> for 1989

**2** News You Can Use / **40** Spotlight on Excellence  
**41** Bearings / **43** News bights / **44** Mail Buoy, Reunions

**Front cover:** "Flaming Fury," a scene from Firefighting School in Jacksonville, Fla., took Second Place in the 1989 *All Hands* Photo Contest. See story, Page 18. Photo by PH2(AW) Kenn Klein.

**Back cover:** "Preflight check complete, from bottom to top" was the Second Place winner in the single-image color slide category in the 1989 *All Hands* Photo Contest. See story, Page 18. Photo by PH1 Michael D. Flynn.



# News You Can Use

## ***Personnel Issues***

### **Filipino sailors may get U.S. citizenship**

Under legislation currently being considered by Congress, Filipino sailors will have the opportunity to become U.S. citizens and gain access to some Navy programs previously closed to them.

A bill passed by the House of Representatives seeks special immigrant status and subsequent naturalization for aliens after serving 12 years in the armed forces, or six years with a valid reenlistment contract to obligate to at least 12 years. The bill is now before the Senate.

In testimony before the Immigration Subcommittee of the House Judiciary Committee, RADM Francis R. Donovan, Commander, Naval Military Per-

sonnel Command, stressed the need to ensure that alien members are not disadvantaged in their careers in such crucial areas where eligibility for officer programs and career specialties require U.S. citizenship as a prerequisite.

Approximately 400 Filipinos can enter the Navy each year under the U.S.-Republic of the Philippines military bases agreement of 1947, but as many as 100,000 apply. All are high school graduates, with a majority having college degrees in engineering and other technical fields. Since 1979, 3,746 Filipinos have enlisted in the Navy. □

### **New CREO classifications**

The Navy's classification for career reenlistment objectives of all enlisted ratings has been revised. CREO classifications "A" through "E" have been eliminated and replaced by categories 1, 2 and 3, which describe rate manning conditions ranging from undermanned to overmanned.

Category 1 equates to less than 97 percent manning level in the designated rating; category 2 represents a 97 to 103 percent manning level; and category 3 a manning level more than 103 percent. CREO classifications for E-7 through E-9 have also been eliminated since personnel in these paygrades were viewed as careerists not subject to the objectives of CREO. CREO assignments have been made gender specific to assist in managing numbers of men and women.

People in category 3 rates generally face slower advancement in grade due to overmanning at higher paygrades and are advised to take advantage of rate conversion programs available to them in order to enhance their advancement opportunity. Commanding officers are authorized to reenlist personnel in category 3 without Naval Military Personnel Command approval if the service member meets certain criteria. Reserve personnel are encouraged to convert to rates in categories 1 and 2, return to drilling status or request USN reenlistment from NMPC-212.

Ask your career counselor for more information or see NavOp 114/89. □

### **Mail procedures**

All official mail must have postage affixed in the form of penalty postage meter imprint, penalty mail stamps, or penalty permit imprint ( G-9 permit).

The U.S. Postal Service will return any official mail to sender if it is deposited without proper penalty postage affixed. This change ensures postal accountability for official mail costs. □

### **Live healthier**

Walk a mile every day and you can walk away from about eight pounds a year. Eat 200 calories less a day, and you can add another 10 pounds to that yearly weight loss. □



## Obligated service reduced for some Navy schools

A recent Chief of Naval Operations policy decision has reduced the length of obligated service for sailors attending some Navy schools.

Former requirements, as listed in section 7.03 of the Enlisted Transfer Manual, had sailors agreeing to extend up to five years in return for advanced training that led to a Navy enlisted classification (NEC) code.

The new policy changes the obligated service requirement to only 24 months from graduation date for certain critical, undermanned NECs. The NECs listed as Selective Reenlistment Bonus (SRB) eligible are in NavOp 023/89. However, this does not apply to NEC's in the nuclear power field.

Upon completion of obligated service, sailors will be eligible for the SRB rate published in the most current SRB NavOp. See Change 2 of the Enlisted Transfer Manual. □

## Five TAR ratings disestablished

Personnel in the Temporary Active Reserve with the ratings of machinist's mate, boiler technician, operations specialist, ship's serviceman and quartermaster are requested to ask for conversion to a new rate within the TAR program, due to those rates being disestablished this year.

Personnel can also request conversion into the regular Navy and still keep their present rating; or a conversion from TAR to the regular Navy with a lateral conversion to another rating. Another option is to remain in the TAR program in the same rating, and continue to be detailed under existing TAR assignments and sea/shore rotation policy. These personnel can always elect to change to the other options. For more information contact NMPC (Code 913D) at Autovon 286-6419/20 or commercial (202) 746-6419/20. □

## Commissioning Programs

### NROTC/BOOST eligibility

Qualified sailors who want to attend college full time to get a degree and a commission in the Navy can apply for the Naval Reserve Officers Training Corps scholarship program.

Midshipmen can choose from 66 different colleges and universities around the country if accepted for the program and will receive full tuition, books, instructional fees, uniforms and a subsistence allowance of \$100 per month. See NavOp Note of Aug. 21, 1989, or the NROTC Bulletin available at all Navy recruiting districts. Your command career counselor will have complete details on eligibility requirements and application procedures.

Sailors whose academic background may not immediately qualify them for entry into the NROTC scholarship program or the U.S. Naval Academy can apply for BOOST to get them there.

BOOST — Broadened Opportunity for Officer Selection and Training — is an intense yearlong course of instruction in math, science and English designed to prepare candidates for entry into the Naval Academy or an NROTC scholarship program.

Sailors who desire to attend officer candidate or aviation officer candidate school may have the opportunity to attend officer candidate preparatory school, an affirmative action program established to better prepare students for entry to college. OCPS provides an intensive 10 weeks of academic, military and physical fitness training instruction. Individuals applying for OCS or AOCS will be screened by Commander, Navy Recruiting Command prior to selection for OCPS. For more information see your career counselor or call Autovon 226-4733 or commercial (202) 696-4733. □

# Hugo vs. Charleston

---

*Hurricane hits hard*

---

Photos by PH3 Tom Petry

The Navy in Charleston began preparing for the battle seven days before it began. During the next 72 hours it became clear that the enemy was advancing relentlessly on the base and that no force on earth could prevent the destruction that accompanies this kind of all-out assault. Contrary to the instincts of men trained to attack, the commanders of the Navy's surface and submarine forces agreed that the most sensible course of action would be a quick and orderly *withdrawal*.

So it was that, the day before the impending destruction, 14 Navy ships put to sea from the Charleston Naval Base. The sailors on board those ships looked back as land slipped below the horizon. Some of their

families and friends had evacuated the base and town, but many brave souls had remained. Those who stayed behind would face the destruction of Hurricane Hugo together.

By the morning of Sept. 21, sailors were busily securing the ships that remained in port. Fourteen ships that hadn't put to sea were moved to storm-safe berths.

"Port utilities crews joined civilian workers and ships' crewmen to get services disconnected from the ships," said Chief Boatswain's Mate Eric Erickson. "It was hectic, but we got everything done."

Once the ships were safely in their berths, recently vacated piers had to be secured. "We removed everything that wasn't bolted down," Erickson

said. "Any loose item can become a dangerous missile hazard in a hurricane situation. Luckily, we had great planning and a lot of time to get ready for the storm."

The civilian community was also responding to the imminent threat. Local officials had ordered the evacuation of trailer parks and all low-lying peninsula areas. Interstate 26 and U.S. Highway 52 were teeming with cars headed out of harm's way.

The day's last light fell on the community as people made final preparations for the rough night ahead. The community had, over the previous week, bought up all available bottled water and canned food. Batteries and flashlights protruded from every shopping bag as the remaining mem-







Hurricane Hugo's destructive force was apparent on land and at sea, at Naval Base headquarters and the base marina.



# Hurricane

bers of the town and base heeded the precautions broadcast constantly on local radio and television stations. On and off base, storekeepers boarded windows and one by one closed their doors. The community was as prepared as it could be and the people braced for nature's furious display.

Soon after dark, the storm's winds began to buffet the shoreline and by 10 p.m. winds approaching 70 mph accompanied rain squalls throughout the Charleston area. The winds picked up and the last recorded wind gust was measured at 100 mph at the Naval Oceanography Command, Detachment Charleston. The anemometer was blown off the building. The town and the base lost power.

From his vantage point, LCDR Mark Wolley witnessed the effects of the awesome power of the storm. He was on the bridge of USS *Richmond K. Turner* (CG 20) pier side.

"It was amazing," he said. "You could see electric transformers around town exploding one by one. There'd be a blue burst of light and a pop. Then another one would go. It was incredible."

At sea, aboard USS *O'Bannon* (DD 987), Operations Specialist 2nd Class Ricky Hollander worriedly monitored the havoc the storm was causing ashore. "We got news reports about Hugo," he said. "We had rain and 15 to 20 foot swells. We were pulling our hair out worrying about our families."

As *O'Bannon* was riding out the deluge at sea, a different phenomenon of the hurricane was taking place ashore.

At midnight, the winds died and the rain eased. As the eerie calm of the storm's eye passed over the naval station, storm-shocked residents were able to venture out to assess the damage. Crews from port services scurried along the piers, replacing broken lines and trying to secure scattered debris before the trailing edge of the storm turned them into deadly projectiles.



The calm, which lasted 30 minutes, provided CDR Daniel Whitford time to reassess his ship's situation. Whitford, commanding officer of USS *Narwhal* (SSN 671), discovered that the storm had ripped his submarine loose of all but one mooring line and that it had drifted to the center of the Cooper River. *Narwhal's* crewmen, working with tugboat crews, tried to get the sub back to the pier. The wind and rain began again.

As the eye of the storm closed around them, Whitford took action to protect his sub. "The only thing left to do was submerge," he said. *Narwhal* rode out the second half of Hurricane Hugo with only part of its conning tower exposed to the storm. Eight hours later, the submarine surfaced without damage.

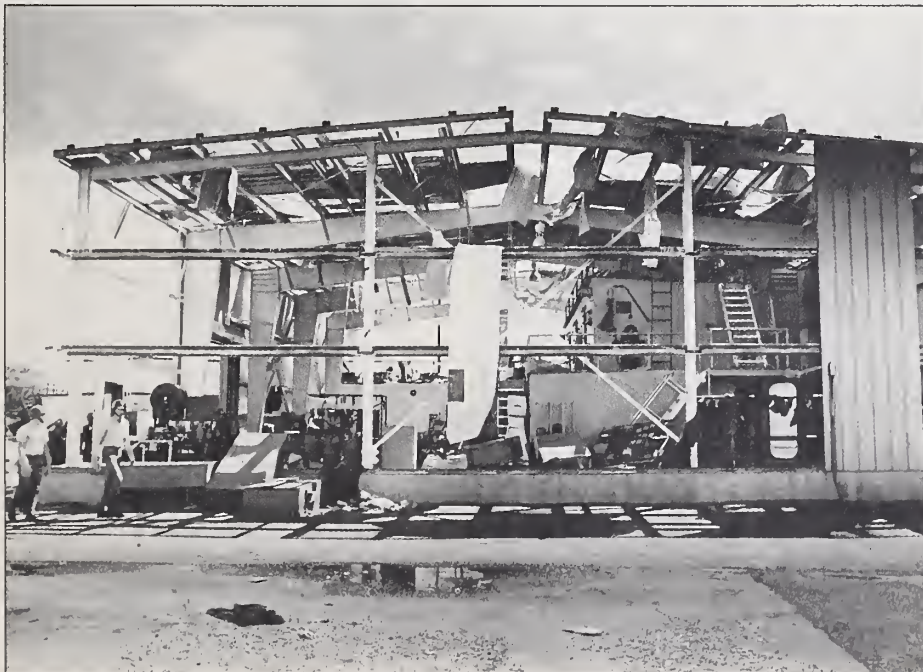
The trailing half of Hurricane Hugo proved to be even more powerful than the leading half. Winds of 112 mph were clocked by *Turner* crewmen. "We thought the second half of the storm was going to be about the same as the first, but it was quite a bit more severe," said Wolley. Around 1 a.m., Wolley saw a berthing barge break loose from its moorings and get under way. "It was amazing — it was probably going 10 to 15 knots, like a ship going out to sea," he said.

All through the night, Navy men and women assigned to Naval Hospital Charleston worked to aid victims of the hurricane. The hospital took in 80 humanitarian evacuees from area nursing homes and hospitals. Hospital staff members made 74 emergency ambulance runs,





Left: Thousands were helped by Navy Relief.  
Below: SeaBees use a jackhammer to clear rubble from a leveled power substation.



The Fleet Mine Warfare Training Center sustained major structural damage.



# Hurricane

14 of which were considered life threatening to the ambulance crews.

The fury raged on until 3 a.m. But just as the passing of the storm brought a sigh of relief to the Charleston residents, soon daylight would bring a moan of disbelief. Hugo had destroyed everything in its path.

Familiar landmarks were either missing or damaged so badly they were unrecognizable. Huge trees, some several feet in diameter, were broken off or completely uprooted. Homes were razed and belongings flung over miles of neighborhoods where no trace of normal, everyday living could be found.

But to the people of Charleston, who faced the job of rebuilding their town and their lives, neighborhood meant more than a group of homes. And to the Navy people of that area, community was a *feeling*.

Within hours of the storm's end the Navy and the community came together. A Naval Hospital Charleston crew of doctors, nurses and corpsmen set up an aid station in hard-hit McClellanville within hours after the storm. This team later divided into smaller units and provided medical assistance to victims in a wider area of the storm's path. Throughout the region, hospital staff members worked with civilian community medical centers to ensure that care was given to those who needed it regardless of whether or not they were affiliated with the military.

Sailors from USS *George Bancroft* (SSN 643) (Gold crew) split into teams and went out into the community armed with chainsaws to help clear roads blocked by fallen trees. Other crewmen worked at a downtown food distribution point and set up a system for unloading the many supply trucks that were arriving from across the country.

SeaBees manned heavy equipment, clearing roads to hospitals and into the center of town. Construction Bat-



talion Unit 412 was augmented by 108 SeaBees assigned to Naval Mobile Construction Battalion 133 from Gulfport, Miss. Others came from as far off as Port Hueneme, Calif., to help with the disaster relief effort. All told, the area benefited from the presence of 270 SeaBees.

The Navy Family Hotline, which was established for local residents to answer questions about the hurricane, fielded more than 2,000 phone calls from anxious local and out-of-state family members and civilians. Manned by representatives of the surface, submarine and shore communities, the hotline provided fast answers to questions and solutions to problems arising in the wake of the storm. Updated official information from the civilian and military authorities provided a much needed sense of order in the days following the hurricane. Sailors who manned the phone lines responded to queries

ranging from ship arrival times to where a young mother could get diapers.

A family crisis center was set up at a base recreation center as Navy Relief, Red Cross and Navy legal service representatives helped sailors put back the pieces of their shattered lives. Temporary housing referral was set up, as well as a nonperishable food distribution point for hard-hit Navy families.

"We wanted to provide a place where Navy families could get money, food and housing if they needed it," said CAPT Robin J. White, ComNavBase chief of staff. "We wanted people to concentrate their energies more on getting their lives back together than running around trying to get the basics."

Slowly, the community has regained its balance. Hurricane Hugo was responsible for more than four deaths in the area and billions of





Left: Hugo's force reached out and touched everything in its path. Below: Sailors at Naval Weapons Station help patch roofs on base housing. Much of the housing suffered roof and siding damage.



An unlucky intercoastal minesweeping boat lost its bridge while it rode out the hurricane at pier side.

dollars worth of damage. The city has begun to rebuild what can be saved. The structures that were damaged beyond repair were torn down.

Homes have been rebuilt and people's lives are returning to the normal, quiet pace enjoyed before the storm. The community's vital signs could be measured by its response to another disaster, the earthquake in California Oct. 17, 1989. The people of Charleston and surrounding areas sent truckloads of food and clothing to the quake stricken California cities barely a month after their own devastation.

In the wake of Hurricane Hugo, the Navy and civilian communities have looked back and remember the destruction, but are now able to look ahead and rebuild their lives. □

*Information for this story was provided by Mark Lytle, editor of The Bow Hook, Charleston Naval Base, S.C.*



# Hugo vs. Puerto Rico

---

## *Storm batters Caribbean*

---

The peaceful islands of the Caribbean were battered by 130-mph winds when Hurricane Hugo cut a path toward mainland United States. The storm left buildings flattened; huge trees uprooted; water, electricity, and communications out. But the Navy was there to help during the storm and afterward helped rebuild on the base and civilian communities.

The Naval Oceanography detachment at Naval Station Roosevelt Roads, Puerto Rico, began tracking Hugo on Monday, Sept. 11 when it looked like it would develop into more than just a tropical storm in the Atlantic.

The weather detachment maintained a vigilant watch on the storm

but as Hugo came closer, "Roosy Roads" began to feel the hurricane's destructive wrath. A window air conditioner blew in striking Aerographer's Mate 3rd Class Jane Woodrow, causing one of two injuries reported on the base.

"I thought a wall had caved in on me," Woodrow said. "All I felt was pain. But I was lucky, it could've been worse."

After Woodrow was injured, the officer in charge of the detachment, LT R.L. "Brad" Braddock, ordered everyone to evacuate except himself and the leading petty officer. The extreme left edge of the eye of the hurricane passed over the station before the winds shifted to once again begin to

batter the storm torn buildings.

Braddock watched in despair as equipment and palm trees blew across the road, while gravel from the station pelted the paint and windows of the cars belonging to det personnel.

The morning after Hugo, when the "all clear" siren sounded at Roosevelt Roads, families emerged from their sanctuaries to see what was left of their homes and belongings. While only two people were injured on base, 26 people lost their lives in the Caribbean region as a result of Hugo.

Hospital Corpsman 3rd Class Jorge Arroyo, a native of Puerto Rico and assigned to the Roosevelt Roads Naval Hospital, rode out the hurricane with his mother at his home.

U.S. Navy photo







**Left:** A torpedo recovery boat at Naval Station Roosevelt Roads, Puerto Rico, was battered by Hurricane Hugo's 130-mph winds. **Below:** Sailors dispense thousands of gallons of drinking water each day.



U.S. Navy Photo

"I've lived through quite a few hurricanes, so Hugo wasn't an unusual experience," he said casually. "It just sounded like a train passing outside the house. Luckily, mom's house only suffered minor damage."

Considering what might have been, the Navy community was lucky. CAPT Mike F. O'Brien, attributed the base's nonfatality rate to adherence to the destructive weather plan, excellent communications, and the bunker-like construction of the base buildings.

"We came together as a family," he said. "We're back to basics now — food, shelter and water."

Although things were at least back to basics in Puerto Rico, on the island

of St. Croix not even the basics were available. The island was without electricity, communications and water until the Navy arrived.

Three Navy ships came to the aid of St. Croix residents. USS *Valdez* (FF 1096), USS *Stephen W. Groves* (FFG 29) and USS *Pensacola* (LSD 38) used their shipboard evaporators to distill water for the islanders.

"At first no one knew we were here to help," recalled LT Thomas E. Johnston, chief engineer on *Pensacola*. "The island's internal communications system was totally destroyed. During our first water run we pumped 900 gallons of water into a truck-drawn water tank and a couple of 'water buffaloes,' and drove to

Sunny Island Shopping Center, a local gathering place. We made up a sign that said, 'drinking water' and waited for the news to spread by word of mouth."

*Pensacola's* "water brigade" dispensed thousands of gallons of water throughout the following week, gradually increasing its hauling capacity by adding additional water tanks and buffaloes flown in from Roosevelt Roads. *Pensacola's* evaporators distilled about 20,000 gallons each day, with about 11,000 gallons of that going to the islanders.

Along with supplying water, the amphib's crew members were assigned to working parties to help in the community's cleanup. The ship's



# Hurricane

electrician's mates restored electrical power to the island's federal buildings before turning their attention to the prison, university and other key structures.

Back at Roosevelt Roads, Navy people rallied to provide emergency relief to other hurricane damaged areas of Puerto Rico. Many base families were left on their own as service members reported to work for disaster relief duty.

Anticipating food requirements for working parties and hurricane victims, base food service officer LT Dwight Ferguson, the mess specialists and their families, sought refuge in the galley.

"We prepared food throughout the storm," Ferguson said. "When a third of the roof came down on top of the ovens, we moved our operation onto the mess decks. By the time the hurricane had passed we had cooked 600 hot meals and prepared 600 bag lunches."

To accommodate the steady stream of air traffic bringing supplies from the states, a Marine Corps air traffic control squadron from the Second Marine Air Wing based at New River, N.C., established an auxiliary airfield.

Navy Disaster Assistance Teams spearheaded a massive federal relief effort expected to total millions of dollars. The teams were dispatched to the islands of Culebra and Vieques to support communities near the Atlantic Fleet Weapons Training Facility and Naval Ammunition Facility. Teams were also sent to the nearby communities of Cieba, Fajardo and Naguabo to restore emergency electrical power to hospitals and water to the communities.

"After powering up the hospitals, one of the first local priorities was to repair the underwater water main stretching from the town of Fajardo to the island of Vieques," said RADM John A. Moriarty, Commander, Naval

Activities Caribbean.

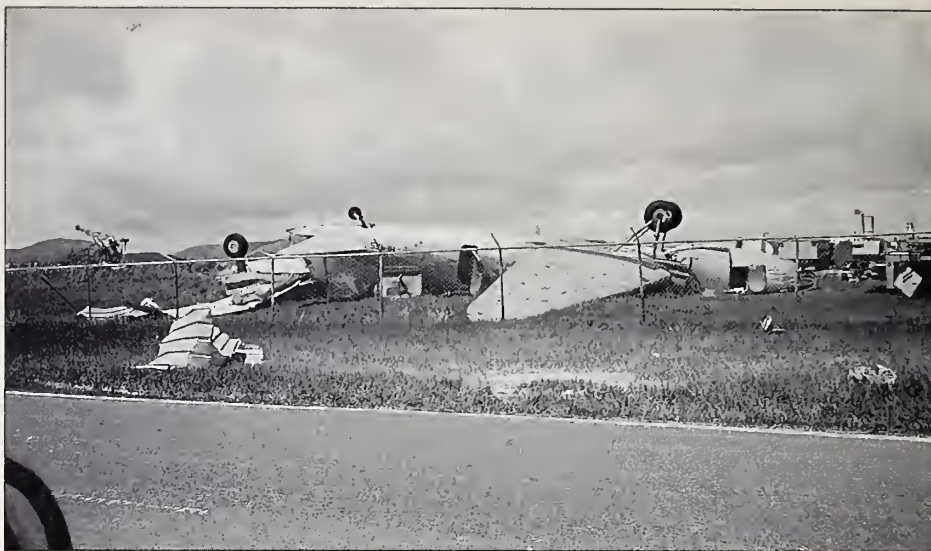
Puerto Rico's capital, San Juan, suffered minor damage, but drinking water was scarce there as well. Three Navy ships, USS *Valdez*, USS *Dahlgren* (DDG 43) and USS *Austin* (LPD 4), made water at sea, then pumped it into 10,000-gallon plastic bladders at one of the city's piers. Marines from Cherry Point, N.C., set up a portable water plant at Luquillo Beach which converted sea water into 600 gallons of drinking water per hour.

As disaster relief continued from the naval station, base officials wrestled with the restoration of electrical power and the need to provide basic services. Within two weeks communications were restored and water was being pumped to nearly all locations on the base.

Part of the repairs were made by Naval Mobile Construction Battalion 7, out of Gulfport, Miss. The SeaBees were on deployment to Camp Moscrip at Roosevelt Roads and evacuated to safe ground for the storm but were on-scene as soon as the hurricane had passed.

The SeaBees began by cleaning up their camp which one of them described as "ripped apart beyond belief."

"I couldn't believe how the wind had uprooted trees that had become landmarks here," said Yeoman 3rd Class Herthel Stephens, a member of the first damage assessment team to reach the camp. Work crews spent a week boarding up shattered windows



U.S. Navy photo

**Hugo's power demonstrated by overturned aircraft.**

and clearing away debris from base housing. Others helped in the outlying communities.

A dozen SeaBees used their free time to help rebuild a section of roof at a senior citizen's home in the town of Cieba.

"We wanted to help these people forget what Hugo had done," said Chief Builder Wade Hawk, the project supervisor. "The feeling of fulfillment we get from helping the community makes giving up our time worthwhile."

Newly arrived from homeport in Port Huenene, Calif., NMCB 5 spent their first two weeks in Puerto Rico covering roofless homes with large plastic sheeting, restoring plumbing and creating temporary shelters.

The director of federal programs for the town of Cieba, Antonio Crus, expressed his appreciation and summed up the Navy's involvement following the hurricane: "The Navy has suffered its own damage, yet it has been very responsive to the community."

The town's maintenance engineer reemphasized that sentiment. "I prayed and the United States Navy came." □

*Story compiled from reports by JO2 Tom Logan and JOSN Robert Wagner, assigned to the Navy Public Affairs Center in Norfolk, and JO2 Mark Ellis of NMCB 7, Gulfport, Miss.*



# CNO Retention Team

Story by JO3 Todd Hansen

A more even distribution of promotions for sailors in FY90, projected pay raises and the Chief of Naval Personnel's philosophy of personnel management were some of the important topics discussed by the Chief of Naval Operations Retention Team in Norfolk late last summer. The team travels extensively throughout the year in the United States and overseas providing sailors with up-to-date information on personnel issues and answering questions.

"Delayed selective reenlistment bonuses, mandatory four-month planned rotation date extensions, and the Early Out program are not planned for fiscal year 1990," said CDR Andy Finley of the Accession and Retention Branch of the team. "As for advancements, the numbers speak for themselves. More than 35,500 sailors advanced to E4/E5/E6 from the March '89 exam." This number increased to 42,000 on the September '89 exam.

Other issues discussed were retention, selective reenlistment bonuses, recruiting duty, medical issues, retirement benefits, enlisted policy issues, pay increases and women in the Navy.

The purpose of the briefing team is to acquaint area retention team members with Navy policies and procedures that can be passed on to their commands, Finley explained. The team also takes the concerns of sailors back to Washington, D.C., for review by VADM Mike Boorda, Chief of Naval Personnel.

"VADM Boorda is known as the 'sailor's admiral,'" Finley said. "Believe me, he doesn't like to see them get the bad end of any issue."

Finley's words were emphasized by a personal message from Boorda.

"Say 'yes' to everything unless you can convince yourself there is a logical reason to say no. We will always

try to do what's right for the individual *and* the Navy," the admiral stressed.

Finley said that there are good things to look forward to in the future, such as an anticipated 3.6 percent pay raise in fiscal year 1990 and a proposed 3.2 percent raise in 1991, but there are challenges as well.

"We had a 4.1 percent pay raise during fiscal year 1989 which exceeded inflation," he explained. "However, there are other challenges which face the fleet like retention and a shrinking manpower-pool. The rising attrition rate is also becoming increasingly noticeable. We're losing too many sailors after their first enlistment."

The dual problems of retention and recruiting were major issues addressed in depth by the team at the Norfolk briefing.

"Recruiting duty is now receiving top-level attention because it is one of our bigger challenges," Finley said. "A tour in recruiting is a very tough and demanding assignment but those who succeed also know that it's a most rewarding experience. They know they helped recruit the best talent to help the Navy to fulfill its worldwide mission."

Sailors with questions about Navy programs, opportunities and assistance should contact their command career counselor or call 1-800-FOR-NAVY (1-800-367-6289). In Virginia, the number is 1-800-572-4052 and in the Washington, D.C., metro area, the number is 538-2228. □

*Hansen is assigned to the Navy Public Affairs Center in Norfolk.*

## Retention Team Trip Schedule for 1990

### January — Gulf Coast

Pensacola, Fla.; Corry Station, Fla.; Whiting Field, Fla.; CBC Gulfport, Miss.; Kingsville, Texas; Corpus Cristi, Texas; Beeville, Texas

### February — West Coast

Bangor, Wash.; Bremerton, Wash.; Whidbey, Wash.; NAS Fallon, Nev.; Alameda, Calif.; Moffett, Calif.; Oakland, Calif.; Lemoore, Calif.; Point Mugu, Calif.; Long Beach, Calif.; San Diego (7 sites); Adak, Alaska

### March — Central

Memphis, Tenn.; Meridian, Miss.; Great Lakes, Ill.

### April — Southeast

Charleston, S.C.; Jacksonville, Fla.; Cecil Field, Fla.; Kings Bay, Ga.; Mayport, Fla.; Orlando, Fla.

### May — Europe

Keflavik, Iceland; Scotland; London; Naples/Gaeta; La Maddalena; Sigonella; Rota; Germany

### July — Caribbean

Bermuda; Roosevelt Roads; Guantanamo Bay; Key West

### August — East Coast

Patuxent River, Md.; Norfolk, Va.; Little Creek, Va.; Oceana, Va.

### September — East Coast

Philadelphia; Lakehurst, N.J.; Earle, N.J.; New London, Conn.; Newport, R.I.; Portsmouth, Maine; Brunswick, Maine

*Briefings are given to naval bases, air stations, hospitals and other major installations in the above areas.*

# Moving UP

---

## *Careers get rolling aboard 'Lex.'*

---

Story by JOC Robin Barnette, photos by PH1(AC) Scott M. Allen

**L**ike anything else worth having, getting what you want in the Navy takes a lot of hard work. Maybe that's more true of "GenDets" than of anyone else. They are the new sailors assigned to "general detail" — given a non-specific assignment as an airman, seaman or fireman. They really start at the *bottom*.

But "hard work" is a vague phrase — what is it exactly, that makes it possible for the most junior Navy personnel to get ahead in the Navy? The answer is complex.

Aboard USS *Lexington* (AVT 16), the Professional Development Board plays a key role in the careers of GenDets. A panel of nine senior enlisted personnel meets monthly to review the proposed career moves of sailors, ensuring the correct paper work is complete and asking ques-

tions of the individual and that person's present and future supervisors. The panel wants to know about the sailor's work record, motivation and aptitude for a rating.

"The reason for having the board is the need to be objective," said Senior Chief Navy Counselor Pete Tischer, who manages the board. "It's so that sharp people don't get stuck in one area. It also gives more punch to a request sent to Naval Military Personnel Command when there's a board's recommendation with it. And the commanding officer always backs us up."

The overall responsibility for professional development aboard "Lex" is laid on the shoulders of Tischer and the command master chief. But Tischer said that isn't enough to make the system work.

"The whole chain of command has

to be involved," he said. "The division career counselor, the leading petty officer and the leading chief all have to follow up. But it's the individual who has the ultimate responsibility."

Carrying out that responsibility isn't easy.

"When I first came in, I tried nuclear power school, but I couldn't cut it," said Aviation Electrician's Mate 3rd Class Ben Sally. "I was sent to *Lexington* as a fireman." He found himself assigned to "B" division working in engineering with the boiler technicians. But Sally had a different dream.

"I've always liked aviation. The first toy I remember was a toy jet," said Sally. So he made up his mind to be an airman and, later on, an aviation electrician's mate.

During lunch breaks he worked in





AN Yaider, working in *Lexington's* air department fuels division, says he gets constant training from his chief and LPO. It's a key part of his professional development.

air department's flight deck division, V-1, and also spent a couple of hours every night with a helo squadron working with the AEs to learn the rating he wanted to get into.

Sally was successful — the Professional Development Board approved his change to airman and as soon as operational commitments allowed, he moved from engineering to air department. For him, the key to his success was his dream of working with aircraft.

Two of Sally's shipmates have a different focus. Airman Ward Yaider and Aviation Boatswain's Mate (Fuels) 3rd Class Larry Mitchell work in V-4, air department's fuels division. It's the training available to them that's most important to their success.

"The chief and LPO constantly call us in for training," said Yaider.

"Close to the advancement exam,

they hold training every day," Mitchell concurred. "They help everybody."

The unqualified support of immediate supervisors is essential, no matter what you want to do. For another sailor, help in completing the required courses is what he appreciates. "If we need anything, the chief and LPO are always there to help us," said Airman Richard W. Bilinski in V-1. "They make sure we get our PARs signed, work with us on our courses. Sometimes you get lost — don't know what the course is talking about — and they explain it."

For someone who wants to cross from one field to another — from fireman to airman as AE3 Sally did, for example, — you need more than support within your own division; you also need support from the chain of command in the division to which

you want to transfer.

"I go up to the dental clinic all the time," said Seaman Conrads Harris, who was assigned to 1st Division under the first lieutenant when he reported aboard *Lex*. He was offered Radioman "A" School, but turned it down to come to *Lexington* as a seaman so he could strike for dental technician. "DT3 Moody helped me with the courses. They've been behind me 100 percent."

"He came in and said he wanted to strike," said DTC Jeannie Scarborough, leading chief for the dental division. "When I told him what he needed to do, he started working on it right away. He comes in a lot to talk with us. Harris is working with the DTs, cleaning instruments, assisting the dentists and observing a lot. He helps us as much as he can — he's real interested and motivated."

Scarborough said Harris would work with the DTs, as his regular duties in 1st Division allow, for three months probation. "After that, if he works out, we'll put in his request for 'A' school," she said.

One of Harris' co-workers is also pursuing a job in another division. "I took the test for gunner's mate," said SN Columbus McCoy, "but I didn't make it. I need to study a lot harder. There are a few gunner's mates in security department I can work with — I need to do more OJT, too."

McCoy visits security as often as possible. "They are really busy working with the master-at-arms," he said, "but if I go in, they try to squeeze me in [for training]."

The chain of command in 1st Division encourages sailors such as Harris and McCoy to work with the other



# Moving UP

**SN Harris turned down a chance to attend Radioman "A" School to strike for the dental technician rating. He puts in a full workday for the first lieutenant *and* works as much as possible in dental division.**

divisions, but it takes a highly motivated person.

"They set a goal and work at it," said Boatswain's Mate 1st Class Charles Vittitoe, LPO of 1st Division. "Mostly they do it on their own time, although sometimes we can let them go out for OJT, especially if they're really motivated here."

LCDR David Jacobs, *Lexington's* first lieutenant realizes that not everyone is cut out to be a boatswain's mate. "The good workers who don't make trouble are the ones who get what they want. I tell them that."

So it's not enough to be motivated in one job — you have to be motivated in both jobs.

*Lexington's* command master chief, Master Chief Yeoman D.L. DuBose, tells a story about two women sailors who wanted to be ship's servicemen to illustrate how far motivation and determination can take you.

"The SH rating was jammed up with people, and the 'A' school was jammed up," he said. DuBose and others on the Professional Development Board thought that it was impossible for the two women to get what they wanted. "But they *insisted*, so we backed them up and sent them to the SH division. They passed the 3rd class test and *made it*." DuBose laughed at the memory. "I had to eat my words."

Aerographer's Mate Airman Krista



Second may be a classic example of a GenDet's hard work and motivation toward a goal leading to success.

"I saw AG and hospital corpsman in the recruiting literature when I joined and was interested," Secord said, "but the schools were closed. I went through apprenticeship training after boot camp and got orders to Lex."

"She showed up in the weather office her first day on board and said she wanted to be an AG," said AGCS

Terry Latham, Secord's present LCPO. "She hadn't even been assigned to a division yet."

As a GenDet airman, she was assigned to air department's V-6 division, ground support equipment.

"She *had* to go to her parent division," Latham said, "because it couldn't afford to let people go. She had to prove to her division — and my division — that she was serious by her hard work, doing her courses and working long, extra hours."





Left: AN Secord was able to realize her dream of becoming an aerographer's mate by her determination, hard work and with a lot of help from the leading chiefs of both ground support equipment division and the weather office. Below: AN Bilinski depends on his chain of command in flight deck division to help him get his courses completed.

There were some problems, as Latham found out when he talked with the division chief of V-6.

"He was reluctant to let her go to the weather office," Latham said. "He wasn't real happy with her work." Secord's heart just wasn't in ground support equipment. "It was hard for her to do. She had to understand that she had to perform above average in V-6 so she could work for the AGs."

A meeting of the Professional Development Board resulted in an agreement that Secord would work with the AGs when Lex was at sea, and in the ground support equipment division in port.

"It was a big turn-around for her," said Latham. "She worked hard, did a good job for V-6. She gave up a chance to go for 3rd class because she knew she had to have 'A' school to make 3rd as an AG. Her reward was getting sent to AG school."

"Lots of people have asked me why I didn't just take the exam for another rating," said Secord, "but if I'm going to be in for five years, I might as well do something I enjoy."

"You have to set your own goals, and then *do* it," Secord continued. "And let your division LPO and chief know so they can support you. They're really busy, and they won't waste their time helping you if you're not 100 percent serious."

The recipe for success in the Navy requires many ingredients: two important ones are support from the chain of command and completion of course requirements. A recommendation from a professional development board can help. Still, it isn't easy to work your way up from GenDet-hood. All these sailors — AE3 Sally, AN Yaider, ABF3 Mitchell, AN Bilinski, SN Harris, SN McCoy, and AGAN Secord — have one ingredient in common: Each decided what he or she wanted to do and went after it.

"I'm always glad to see people figure out what they want to do," said Sally's former division officer, LTJG Dave McCulloch. "And in my experience, it's usually the better workers who make the decision on what they want." That's how we can keep good workers in the Navy,



McCulloch explained, by helping them get what they want.

CMC DuBose echoed that view. "If someone wants a rating," he said, "we help them, and they'll reenlist. If they don't get what they want, they'll get out. They're lost to the Navy."

So the individual GenDet's success in getting ahead becomes the Navy's success — in cutting back first-term attrition and keeping the best people on the job.

NCCS Tischer summed up what it takes: "Total command involvement — that makes the system succeed." □

*Barnette is assistant editor of All Hands. Allen is a photojournalist for All Hands.*



# ALL HANDS

## Photo contest winners

The first *All Hands* Photo Contest drew nearly 200 entries in its six categories. Although the majority of the entries were from Navy photographers, people from other ratings entered as well: hospital corpsmen, machinist's mates and gunner's mates, to name a few. Officers and Navy civilians from around the fleet also submitted entries.

The photos covered a wide range of subjects, from the historic Soviet visit in Norfolk to students at the Naval Academy, from dental care to a Marine Corps mascot.

The contest was judged by Russ Egnor, director of the Office of Information Still Photo Branch, Photographer's Mate 1st Class Harold Gerwien, photojournalist for the Secretary of the Navy, and Perry Thorsvik, a former Navy photojournalist for *All Hands* magazine and now a photojournalist for the *Baltimore Sun* newspaper.

The second annual *All Hands* Photo Contest will be announced in next month's issue. See the inside back cover of the February issue for details. All hands are welcome to compete in the second annual contest.



### "From Russia with Gratitude"

First Place single image feature color print.  
Photo by PH3 Joseph J. Cina, USCinCLant/  
CinCLantFlt Public Affairs Office, Norfolk. Soviet  
Marshal Akhromeyev graciously thanks LT Chris  
Liphardt for her C-2 lift from USS *Theodore  
Roosevelt* (CVN 71).





### **“Holiday Routine”**

Honorable Mention single image feature color print. Photo by LT Murray C. Norcross, USS *Missouri* (BB 63).



### **“Shrouded in Old Glory”**

Third Place single image feature color print. Photo by PH2 Dolores L. Parlato, Naval War College, Newport, R.I. BM3 Scott Robinson raises the colors at the War College.

# Photo contest

## “Comrade in Arms”

Honorable Mention single image feature color print. Photo by JO2(SW) Joe Gawlowicz, USS *Dwight D. Eisenhower* (CVN 69). Soviet sailor on watch in Norfolk.



## “Thru Ship’s Big Eyes”

Third Place single image feature color transparencies. Photo by CDR Mike Skahan, NTISA, San Diego. Typhoon evasion in the Sea of Japan.







**“Untitled”**

Honorable Mention single image feature color print. Photo by LT Jim Palmer, Fighter Squadron 2. A Soviet *Badger* C-Mod on aerial reconnaissance of USS *Ranger* (CV 61).



**“Untitled”**

Honorable Mention single image feature color transparencies. Photo by LCDR Dirk Titus, Naval and Marine Corps Reserve Center Indianapolis, In.

# Photo contest



## “Leaving the Nest”

First Place single image feature color transparencies. Photo by PH3 M. Clayton Farrington, USS *Forrestal* (CV 59). F-14 *Tomcat* takes off from *Forrestal*.



## “Corporal Rock, USMC”

Honorable Mention single image feature color print. Photo by HM2 Klaus L. Bobishaw, U.S. Naval Hospital, Groton, Conn.



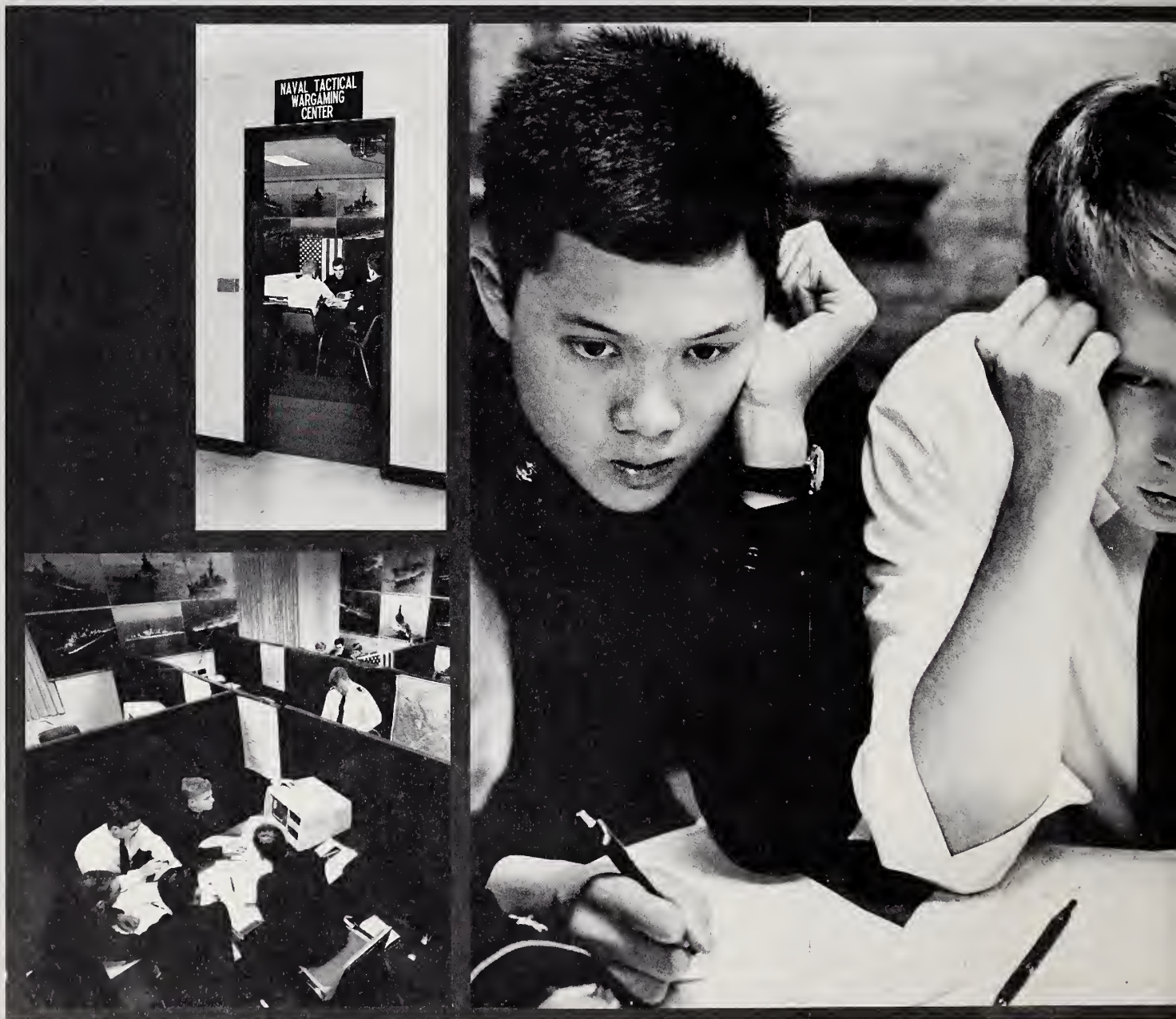


***"Antietam comes alive"***

First Place photo story color print. Photos by Steven W. Brennan, Space and Naval Warfare Systems Command Washington, DC.



# Photo contest





## "NAVTAG"

First Place black-and-white print photo story. Photos by  
PHC Paul J. Salesi, U.S. Naval Academy, Annapolis, Md.  
Midshipmen compete on the Academy's Navy Tactical  
Gaming System.



## Photo contest





### **“All in a Day’s Work”**

Second Place black-and-white print photo story. Photos by PH2(AW) Kenn Klein, Fleet Imaging Center, Atlantic, Jacksonville. Images of firefighting school.



## Photo contest





### **"The Final Farewell"**

Third Place black-and-white print photo story. Photos by PH2(AC) Mark Kettenhofen, Fleet Imaging Command, Atlantic, Norfolk. Families of the victims of USS *Iowa* (BB 61) gun turret explosion remember their loved ones. Photo at far left won Third Place black-and-white single image feature.





# Photo contest



## "Last of the Wooden Ships Return"

Honorable Mention black-and-white print photo story.  
Photos by PH3 Thomas Petry, Fleet Imaging Detachment,  
Charleston, S.C.



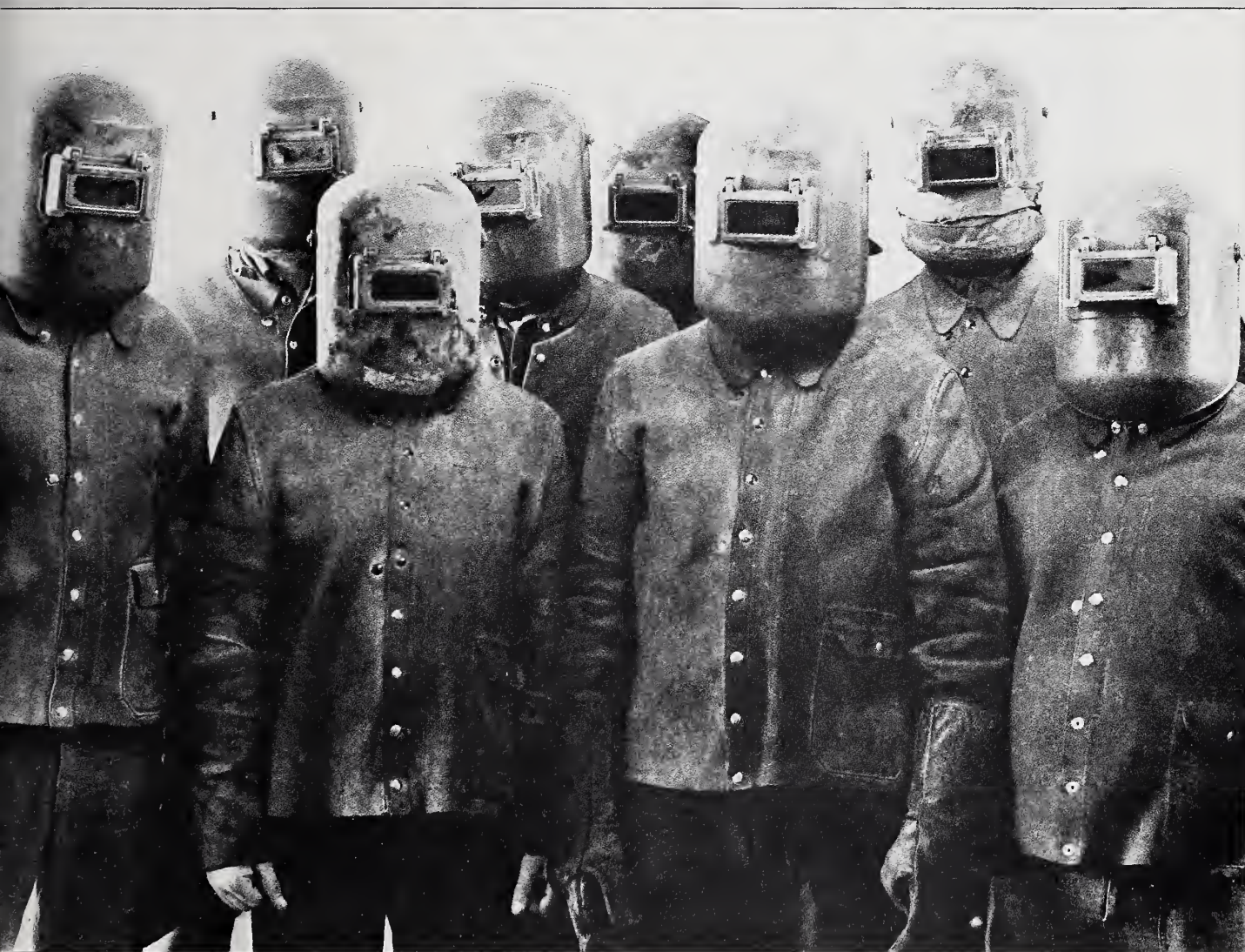


### **“Soviet Ship Visit”**

First Place black-and-white single image feature. Photo by PH2(AC) Mark Kettenhofen, Fleet Imaging Command, Atlantic, Norfolk.

### **“They’re Here”**

Second Place black-and-white single image feature. Photo by PHC Paul J. Salesi, U.S. Naval Academy, Annapolis, Md. Class photo of Hull Technicians at the Navy’s C-1 welding school, Naval Training Command, San Diego.





# Photo contest

## **“You Win Some, You Lose Some. . .”**

Honorable Mention black-and-white single image feature. Photo by PH2(AW) Kenn Klein, Fleet Imaging Center, Atlantic, Jacksonville. Pipe patch training at Damage Control School in Jacksonville, Fla.



## **“Academic Silo”**

Honorable Mention black-and-white single image feature. Photo by PHC Paul Salesi, U.S. Naval Academy, Annapolis, Md. An inert SM-2 (standard missile) appears ready for launch in Maury Hall at the Academy.







### **"The Survivors"**

Honorable Mention black-and-white single image feature. Photo by PH2 Dolores L. Parlato, Naval War College, Newport, R.I. Wife of a sailor killed in USS *Iowa* (BB 61) gun turret explosion.



### **"Hanger Deck Sweep"**

Honorable Mention black-and-white single image feature. Photo by PH3 M. Clayton Farrington, USS *Forrestal* (CV 59).



# Making his move

## *Premier Navy wrestler shifts to coaching*

Story by JO2 Calvin Gatch

War breaks out when the Navy's wrestling coach gets on the mat with one of his wrestlers.

"We go at it," said Aviation Boatswain's Mate Equipment Operator 2nd Class Steven Mays, speaking of his workouts with the Navy's wrestling coach, Master-at-Arms 1st Class Rob Hermann. "Before we start, we agree that whoever takes the other down must buy the sodas. Then we tear each others' heads off. It's great wrestling — it doesn't get any better than that."

Hermann, who works in security at Naval Air Station Pensacola, Fla., has been one of the Navy's premier wrestlers for the past decade. Since 1978, he has won six gold and three silver medals in freestyle wrestling, and six gold, four silver and one bronze in Greco-Roman wrestling at the U.S. Inter-Service Wrestling Tournament.

He has also been a member of four World Cup Teams and on the World Team for three years. These teams are made up of the top 10 wrestlers in the country. He was the Navy's Athlete of the Year in 1984, and won medals twice at the military international wrestling championship games.

Hermann isn't about to abandon the mat after 13 years of competition.

Although Hermann has been both wrestler and coach since being named

to lead the Navy team in 1982, he has been first and foremost a competitor. Now it's time, he believes, to shift his focus from competing to coaching.

But he won't coach strictly from matside. He still plans to enter an occasional tournament, and he will work out with wrestlers at the training camp.

"I think I can help from the mat," Hermann said. "The decision to leave full-time competition has been very difficult for me, but I'm no longer living in the 'eye of the tiger.' I have to recognize that I don't have the drive I used to," he continued. "I used to run 360 days a year. Now it's only 150."

Now Hermann will try to motivate sailors with the potential to become

world-class wrestlers. That's no easy task, and while not every competitor is a good coach, Hermann combines the two skills, according to Greg Strobel, director of national teams for USA Wrestling, the national governing body for amateur wrestling.

"There isn't necessarily a correlation between competitor and coach," said Strobel. "However, Rob is one of those individuals who is good at both. He has a good feel for his athletes, and he has had experience coaching."

Some of Hermann's experience has come through working with wrestlers like Steve Mays.

Mays, 23, a three-time all-state wrestler from Michigan, is in the catapult and arresting gear test department at the Naval Air Engi-



Photo by Jim Bryant

**MA1 Hermann takes an opponent down during Olympic trials in Pensacola, Fla.**



neering Center, Lakehurst, N.J.

Mays had been in the Navy for two years before he met Rob Hermann and discovered the Navy has a wrestling team.

Since then, Hermann has improved Mays' wrestling skills "110 percent," according to Mays. He failed to make the Navy wrestling team in 1987, finished fourth in the Armed Forces Championship Wrestling competition in 1988 and won a gold medal in Greco-Roman in 1989. His goal is to become a member of the 1992 Olympic wrestling team.

Signalman 2nd Class Carl Stanley, who works in the correctional custody unit at NAS Pensacola, has high praise for Hermann.

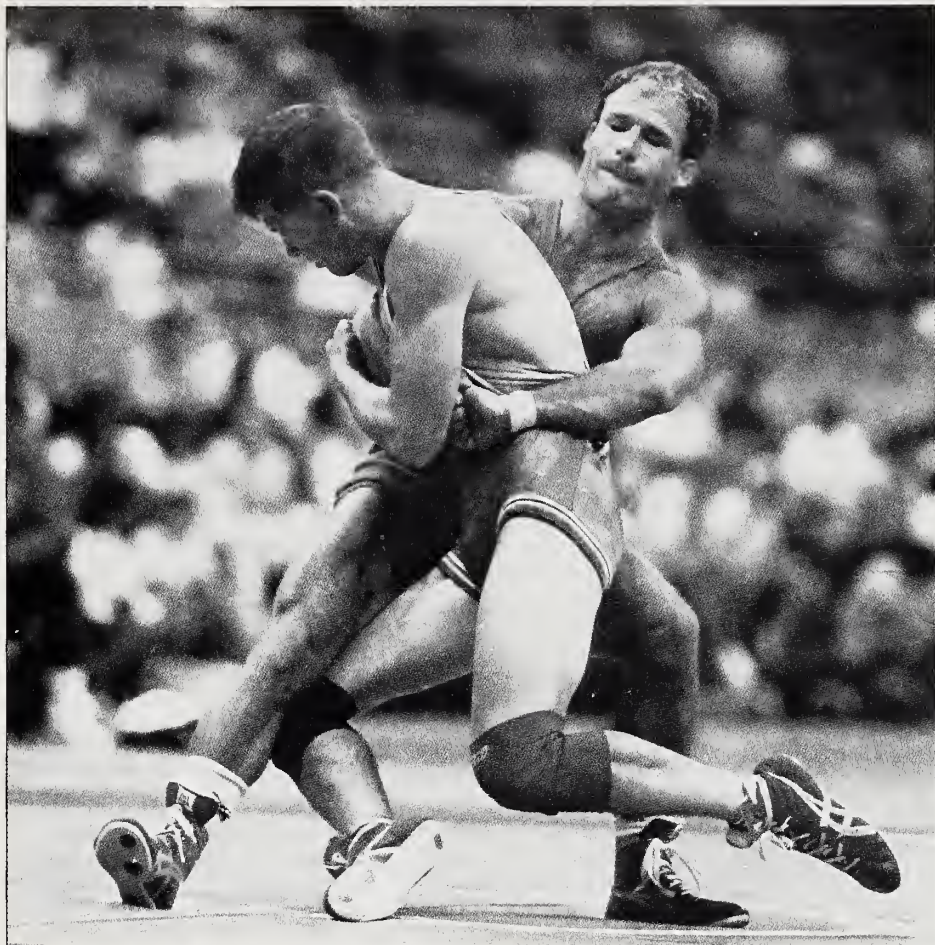
"Rob's taught me everything," Stanley said. "I wouldn't be as good a wrestler without his coaching. At the levels we're wrestling, you either learn or get buried."

Hermann's coaching schedule is a good indicator of his ability.

He directed the Navy's wrestling camp early this year at NAS Pensacola, and then coached the Navy's team at the AFSC Wrestling tournament in March, again at NAS Pensacola. He was the assistant coach of the U.S. team at the Soviet National Wrestling tournament in the Soviet Union the first week in June. He flew directly from the Soviet Union to Colorado Springs, Colo., where he was assistant USA coach at the Pan Am Championship games. Then in July, he was the West Team coach at the Olympic Festival at Stillwater, Okla. In August, he was one of the assistant coaches at the World Championship Games in Switzerland.

"Rob Hermann has been a mainstay of the Navy's wrestling program for many years," said Roger Patrick of the sports program office, Naval Military Personnel Command Washington, D.C.

"It is a credit to Rob that he has



maintained his Navy career in an exemplary fashion throughout this time. As with all Navy athletes, his Navy career has progressed alongside his athletic achievements."

Hermann attended high school in Crystal River, Fla., finishing fourth, second and first in the Florida state wrestling tournaments. He graduated from high school in 1976.

"I came into the Navy with the intention of seeing the world," Hermann said. "I also wanted to wrestle, but I hadn't realized that I would go as far as I have.

"The Navy has been good to me," continued Hermann. "My command (NAS Pensacola) and Roger Patrick and his staff have made it possible for me to achieve what I have.

"Wrestling still comes *after* my Navy job, and when I talk to anyone interested in wrestling in the Navy, I tell them they should want to be a sailor first and a wrestler second."

**Hermann is shifting his wrestling focus to coaching. He still believes he can motivate sailors to become world-class wrestlers.**

Even though he's cutting back on competition, Hermann still has Olympic ambitions. "I'd like to be an assistant Olympic coach," he said. "And I'd like some of my Navy students to be on the team. Sure, I would have liked to be on an Olympic team myself. But I had my turn. Now it's someone else's." □

*Gatch is a reservist attached to Naval Reserve OI Det. 613, Great Lakes, Ill.*

For more information about the Navy wrestling program, or any other Navy sports program, contact the Navy Sports Office at Autovon 286-6492, or commercial (202) 746-6492.



# CNP

## perspectives

---

*Chief of Naval Personnel talks about issues important to sailors afloat, ashore.*

---

*To find out about the status of some of the most important personnel issues in today's Navy, All Hands visited with the Chief of Naval Personnel, VADM Mike Boorda.*

**All Hands: First term attrition is a much-discussed topic these days. What is the overall plan right now to achieve lower attrition figures and what is the ultimate goal? Is it to retain a certain percentage of first term enlistees?**

Boorda: I don't think anyone knows what the right percentage goal is and neither the CNO nor I nor the fleet commanders have put out anything like a goal. Our goal is to *not* discharge anyone who can meet our standards — it's as simple as that. We don't want anyone to be a failure in the Navy who doesn't need to be a failure. So if we're discharging someone for a reason that could have been prevented, then we want to prevent that. Some of the things we're doing in recruit training are real good examples of that. And they're not all discipline-related. Because we had so many people with foot problems and with orthopedic problems, we let new recruits wear tennis shoes for three weeks. That doesn't have anything to do with disciplinary action. It means

we don't want people to get hurt so they can't serve. We'll let them ease their way into harder shoes. The real benefit in this is that if we can keep good sailors and help them stay good, then we will have to recruit fewer people. And if we can recruit fewer people, we can recruit higher quality people. And if we can recruit higher quality people, they'll have less trouble. And we'll just spiral right up to a better Navy. That's what this is all about. This is not about goals and numbers; this is about people.

**All Hands: First term attrition issues lead into retention in general. What areas are NMPC identifying as most critical to sailors?**

Boorda: That's a big question. I know a lot of areas that are critical to me and were when I was an enlisted sailor. I know a lot of areas that are critical to sailors if you read retention questionnaires and separation questionnaires. Let me just give you some examples.

If we tried here to focus on one thing or two things and said, "That's what we're going to work on — that will fix it," that would be so simplistic that we would miss the boat. I think lots and lots of issues have to be worked all the time and we

have to continually try to get better. And we should never think we've got it just right. We have to keep working at it.

Advancement is real important to people. I think it's important particularly in the military, where we wear our rank right on our sleeves. It's not just for money, although people do feel good about getting more money and obviously we pay more for people who get more experience and show they have more capability. Advancement means more than that to people in the military. You remember when you last got promoted how good you felt and I bet it wasn't all due to the pay raise that went with it. In fact, the pay raise — for me — was probably the second thing next to the promotion itself. So we have to have promotion flow in the Navy. There's no question about that.

That led us to do several things. It led us to high year tenure. Nobody likes high-year tenure; I don't like high-year tenure. High-year tenure is a program where, when you reach a certain rate and a certain number of years in service and you're retirement eligible, then you have to retire, unless you get a waiver. Why did we do that? We didn't do that because we wanted these very good people to



leave the Navy. We did that because we wanted to make room for those coming behind, and have promotion flow. I think that's very important.

I think it's important to know that when you are advanced, you're going to get advanced in a reasonable time and get paid for it. I think frocking's great, particularly in the enlisted ranks. It makes you feel good, so we want to put the stripes on everybody just as quick as we can, but I think we should pay them as soon as there's a vacancy, too. And last year, I'm proud to tell you, as the vacancies became available, people got promoted. And our plan for 1990, if we get the budget, if the creek doesn't run over here, we're going to do just fine and we'll promote everybody on time again this year. And that's what we're planning.

**All Hands: Is this a change from the increment system?**

Boorda: It is the increment system, but you can quickly figure out if you have increments, you could make the early increments real little and the late increments real big and save a lot of money. But whose money are you saving? You're saving the sailors' money. And that's not what we want to do. We want to promote when the vacancy is there, evenly spaced across the year. We are doing that. We did that in 1989 and we're doing that in 1990 and I think that's important; that will make people feel better.

I think a good Selective Reenlistment Bonus program is also important. Let's face it: There are some ratings in the Navy that have a better, more highly paid employment opportunity on the outside than some other ratings do. And low and behold, those ratings tend to get out of the

Navy in bigger numbers than the ratings that have a less attractive employment opportunity on the outside.

So how do you keep people in the Navy? You keep them in a lot of ways, but one of the ways you do it is you try to narrow that pay gap a little bit and you do that with SRB. So a fully funded, predictable SRB account is real important. That gets you some retention.

The way the detailers treat people can either increase retention or it can turn off retention. That's one of the reasons that we opened up the projected rotation date window and the billet window up to the nine month period — so we could try harder to satisfy people's desires. If you have more time to look at where you're sending people, you have more opportunity to satisfy their desires. For enlisted people, 83 percent got their choice of duty stations. Now, if you're due for sea duty and you put on your preference card "shore, shore, shore," you're going to be one of the 17 percent that's disappointed when it's time to go to sea. But when people put down realistic choices, detailers are busting their rear ends to try to get people those choices, and be-

cause we opened it out to nine months, they've got a lot better chance to do it.

People need to have access to their detailers, so all the detailers said, "We'll give them better access. We'll detail at night, every second and fourth Wednesday of each month." And night detailing has been a great success. By a "great success" I mean they get lots of phone calls. It averages 500 to 600 phone calls every time they do it. So that's a success. That's treating people better. Our attitude here is that the rules are important, but people are more important than rules.

These are just a few things, but what's all that doing to retention? Retention was the highest in five years in 1989. First-term retention was up two points; second-term retention was up almost four points; third-term retention held its own and the reason it held its own was because of the high-year tenure I told you about. We didn't want that to come up a whole lot higher for the simple reason that we've got to have flow through the system, so some people do have to retire on the other end, and one of these days it's going to be me. But with all of that, reten-

**Detailers are doing their best to get sailors the duty assignments they want. That's one of the reasons retention has been brought up, according to the CNP.**



Photo by JOC Rich Behn



tion's up. And I just think it's a matter of having a plan and having that plan focus on people instead of rules — trying to treat people better. It all kind of goes together.

**All Hands:** Two hot issues in the fleet today are BAQ and VHA for single E-6 members on sea duty. What is the Navy's position?

Boorda: In the Navy the system of housing allowances differentiates between married people and bachelors. And there's been controversy over that as long as I've been in the Navy. People ask — and properly — why, if I'm single, do I make less money for doing the same job as someone who's married?

The housing allowances were meant to replace housing that wasn't provided people. Now in the simplest terms, that means that if housing isn't available to you and you're in the military, the government will give you money to procure housing and you don't have to pay taxes on that money, because the housing was supposed to be part of what you got for being in the Navy.

So if you understand the underlying premise behind VHA and BAQ, then you can understand how someone might say, "Well, if we provide you housing on a ship, you shouldn't get the money." However, we carry that one step further and say, "But if you're married and we provide you housing on a ship, you still have to have a house for your family, so we'll provide you the money."

In the early 1980s a law was passed saying that if you were a chief or senior — even if you were on a ship — you could draw this money although you were a bachelor. So now we have three different classes of people.

If you look back in history, you can see how it evolved that way, but I can't make it make very much sense. So we've submitted legislative proposals to try to get Congress to au-

thorize it for everyone, because we don't think a ship is the same as a house or a proper BEQ room.

**All Hands:** Moving on to other issues, the number of geographic bachelors has been increasing in recent years. What's your perspective on the problems they are facing?

Boorda: There are lots of ways to look at geographic bachelors from a leadership and management point of view. It is understandable why some people are geographic bachelors. Let's say that you are a chief petty officer or a commander and you've got a child who is in his senior year. You're going somewhere for three years and you don't want to take that youngster out of school for the last year, and so your family stays behind. That's one kind of situation.

There is the other person whose spouse has a really good job. We just had a case of a lieutenant commander — female — whose husband was a doctor in Los Angeles. She needed to go to a command for her career, so they decided that she would be a geographic bachelor for a little while. They didn't like that and they didn't do it on purpose, but he couldn't give up his practice.

There are people who can't get entry approval to some places. That's a real problem for them. There are all kinds of reasons for geographic bachelors, some of them you might think are silly, some of them you think are well justified. But it doesn't matter what we think. It only matters what the person making this decision thinks.

We're making sure that we don't create geographic bachelors where we don't have to. Homesteading is good. If you let people have repeated tours in one area, then that doesn't become an issue. And opening up the detailing window to nine months is causing a lot of people to be able to stay where they are if that's what they want to do. So we hope we can get at the geographic bachelor problem by creating less of a need for geographic bachelors.

Family separation is the number one reason people leave the service. We don't want to contribute to that. So we're attacking it from lots of different areas and hopefully we'll make

**The Navy assigned fewer women to general detail last year, more women to "A" schools and more women to non-traditional "A" schools.**



Photo by PH1 Ted Salois



a dent in family separation issues.

**All Hands:** The study on equal opportunity came out a year ago. Has there been an updated study released on the status of equal opportunity in the Navy?

Boorda: We're doing pretty well. The interesting thing is we're right on schedule with everything we said we were going to do. The new equal opportunity manual is out; the new command managed equal opportunity instructions are out. The train-

ing is going on. Promotion board statistics are better. Minorities are getting more of a chance to get into the more technical ratings as they come in the Navy. All the trends were in the right direction when we started this, but we have seen improvement this last year.

We're not out of the woods yet. This is not something you just sit back and say, "Ah, I'm done with that. I fixed it." This is something you keep working on.

**All Hands:** The Navy's goal is to have 15,000 women serving at sea by 1996, which is double the number that are now at sea. What is the Navy doing to make that happen?

Boorda: We made our female enlisted recruiting goal last year. We made our female officer recruiting goals last year. That's key and important.

We've paid real close attention to what ratings those women went into and we did very well. Because we need women in the nontraditional ratings that go to sea — I can't have 15,000 yeomen, personnelmen and corpsmen at sea. I need some other ratings, too. And so the recruiting command and the recruit training center counselors paid very special attention, trying to get more women to go to those nontraditional ratings and they were successful. We got fewer women GenDets [general detail] last year, more women into "A" schools and more women to go to *nontraditional* "A" schools. We have to build this base of women in the nontraditional ratings or we won't have the women to fill up the ships with.

The ship alterations that are necessary to get the ships ready and the bunks available — those are all on track. That's a program that, just like equal opportunity, is marching down the road we laid out for it. And I feel real good about that. What I feel even better about is that reports coming back from the ships where we put women on board are all good. Commanding officers are saying, "These are great sailors. They're not women sailors or men sailors; these are just great sailors." □



Photo by PH1(SW) Jeff Elliott

Among the top issues of concern to the CNP are pay and allowances and equal opportunity.



# Training young minds

"You never fail until you try for the last time," says U.S. Naval Academy professor Samuel P. Massie.

Dr. Massie has taught midshipmen for 23 years and has been recognized for his dedication, excellence and achievements. He was recently inducted into the National Black College Hall of Fame that pays tribute to black achievers, those who have made the most of their educational and career opportunities.

Honored for his achievements in chemistry, Massie joins the ranks of actors, athletes, businessmen, community service volunteers, educators, government officials and other professionals in the hall of fame.

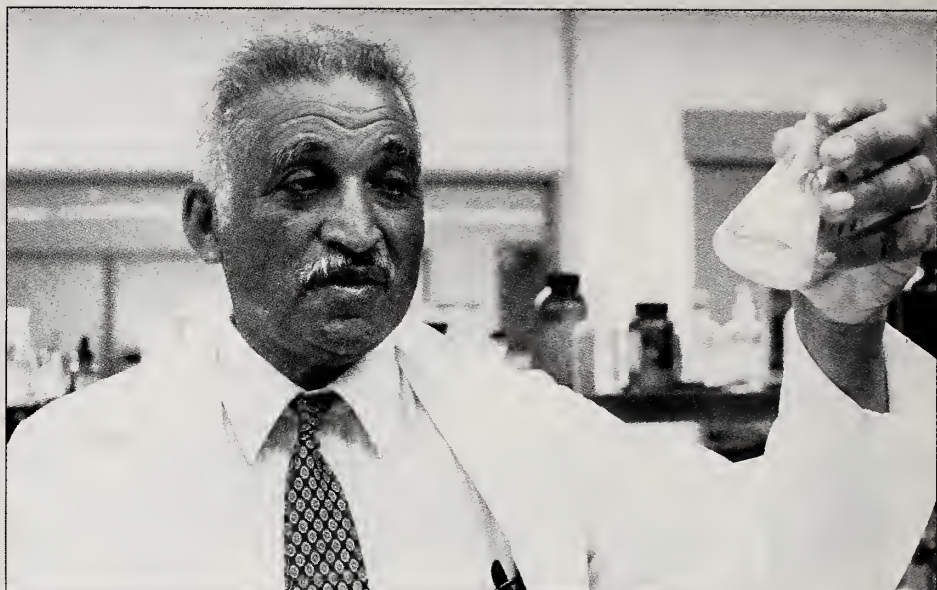
In the classroom Massie tries to combine science with his philosophy on learning. "I try to get them to put away their calculators and use their minds," he says. "It's important that today's students don't lose their ability to think, that they don't rely too much on machinery, because sometimes they can push the wrong button and get the wrong answer. They need to know when they have the wrong answer."

Massie has seen a tremendous change in current events since 1966 when he became the first black faculty member at the Academy. In that time, however, he has seen relatively little change in the quality of the midshipmen.

"They're always top quality," he said. "Different classes have their ups and downs, and I can cite some truly outstanding groups, but overall the quality doesn't change."

As for the emphasis in leadership training for the officer corps, that *has* changed. According to Massie, today's midshipmen have more "human" values impressed upon them.

"The Navy now puts a lot of emphasis on humanness," he said. "I try



Dr. Samuel P. Massie

to emphasize that officers need to continue to be humane and not to make decisions by rote. They're in the business of convincing people to do something they don't want to do — die for their country. They're dealing with people and need to demonstrate by example and stay human."

Along with his accomplishments at the Academy, Massie has been involved with community organizations. Last summer, he worked at the National Science Foundation as program director for undergraduate science education. In this position he helped minorities and women obtain grants for graduate education in the areas of science and mathematics.

The Maryland State Board for Community Colleges also honored Massie for his 21 years of service to their organization. He was vice chairman of the board for 11 years before becoming chairman for the past 10 years.

In 1988 Massie was honored by the White House Initiative Science and Technology Advisory Committee with the Lifetime Achievement

Award for Sustained Excellence in Science and Technology and Community Service. The award recognized his lifetime of service to the black community and traditional black colleges.

Massie graduated from AM&N College (now the University of Arkansas at Pine Bluff) at age 18. He later earned his master's degree at Fisk University and doctorate at Iowa State University.

Massie hopes his students take three things with them when they leave the Academy: continue to aspire to do their best, modify with the times, continue to diversify.

As an educator Massie sees television as the biggest obstacle he faces. "TV has made a major change in getting students to read and use their minds," he says.

But when he has their attention Massie impresses upon his students the need to make their own decisions as to what to do with their lives. "I tell them, 'No wind is favorable to a sailor who does not know to what port he or she is sailing.'" □



# Bearings

## Hogettes root for Redskins, cheer up children

During the football season, you may have seen a number of "hogs" in dresses on your television screen. They were out-cheering the Washington Redskins' cheerleaders to bring their favorite team to victory.

They're the "Hogettes" — 11 men clad in pig noses, wigs and dresses. They look pretty ridiculous. However, since 1983 they have worked long hours to raise more than two million dollars for a number of children's charities in the Washington, D.C., area.

Mike Torbert, "Boss Hogette," a one-time Navy lieutenant, founded the group six years ago. His original plan was to raise money for the local Children's Hospital. Now, many charity organizations can say they've been supported by the Hogettes, at one time or another.

The Hogettes make personal appearances at various special events. All they ask for in return is a donation to Children's Hospital, Washington, D.C., or one of many other organizations. Each member makes at least 100 personal appearances each year, in his spare time. Their favorite personal appearances are hospital visits.

"We visit the hospitals, in costume, and take Polaroid pictures with the kids," said "Big Mac-ette" Mike McCartney, who was one of the original Hogettes. "Later, when we're at a game we try to get on television so the kids can see us. As they're showing their picture to a nurse or a friend they seem to forget their problems."

The Hogettes have earned the respect of Redskins' team members who say the Hogettes make a difference in the attitudes the players have during a game.

"When I look toward the sideline

and see them standing at the rail and cheering us on it really brings me up," said Redskin tight end Donnie Warren who has appeared at a number of charity benefits with the Hogettes.

The Hogettes feel great joy in the personal contact they have with the children they are helping. And, according to Torbert, the children feel the same way. "It's a beautiful two-way street," he said.

Retired Navy Senior Chief Ralph Campbell, "Grandpaw Hogette," agrees. "The pay back is fantastic when I see the smile on a terminally ill, handicapped or underprivileged 'piglet,'" he said.

Campbell recalled one of the most memorable experiences he's had making contact with one such child. "We spent four hours entertaining a ter-

minally ill child who wasn't expected to live to Christmas," said Campbell. "A few months later we got a call from his doctor. He said the kid lived just past Christmas, and the only reason he lived as long as he did was the spark he got from our visit. That's what being a Hogette is all about."

Each Hogette has his own reason to participate in this volunteer group. According to McCartney, "I'm involved with the Hogettes as a kind of 'pay back.' I have four beautiful and healthy children. This is our way to give help to others we feel could use it." ■

—Story and photo by JOSN Marke Spahr, All Hands writer.

**Grandpaw Hogette brings a smile to the face of a fellow Redskins fan.**





# Bearings

## Unique sky warrior faces aviation's version of rhynoplasty

An aircraft unique in Naval aviation history recently flew from Pacific Missile Test Center, Point Mugu, Calif., to Waco, Texas, for aviation's version of a "nose job."

"Bloodhound 75," an A-3 aircraft nicknamed "Snoopy" because of its large black nose is the second oldest aircraft at PMTC, according to LCDR Bruce Sheppard, PMTC air operations officer. The A-3 was fitted with its big

nose in 1960 when it was modified to test the pulse doppler radar and AAM-N-10 *Eagle* missile control system, Sheppard said. It was assigned in 1963 to what was then the Naval Missile Center, later redesignated PMTC.

Snoopy's more prominent proboscis was replaced by a nose from a "Bloodhound 73" aircraft which has been stricken from inventory.

The A-3's nose isn't the only modification it has undergone. Originally a three-seater, more seats were installed to allow engineers to be in the aircraft to monitor their projects in flight.

Among the many projects that employed Snoopy during development and testing were both the *Harpoon* and *Tomahawk* missile systems.

Tom Quisenberry, PMTC airborne photo section, recalled flying aboard the A-3 as a photo crewman in 1964.

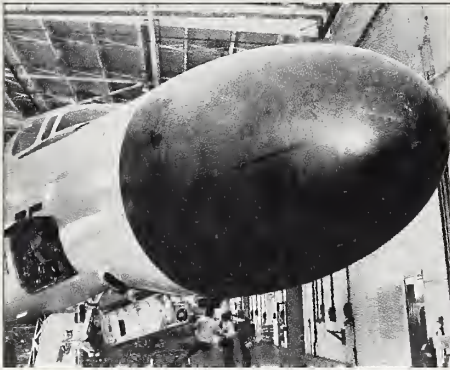
As a photographer he disliked the huge nose because he had trouble seeing around it. "I was in the navigator's seat on the right," Quisenberry said. "The pilot had to kind of fly off to the side of the missile for me to photograph it."

Snoopy's nose will be returned to PMTC from Texas, Sheppard said. It will be stored there in the event that particular modification is required for future projects.

Until then, if you speak to the people who knew Snoopy the best, they'll make the aircraft sound as if it were an old friend.

According to the A-3's crew chief, Aviation Machinist's Mate 1st Class Bill Dana, "It's sad to see Snoopy lose its personality." ■

—Story by Bobbie Heidler PAO, Pacific Missile Test Center, Point Mugu, Calif.



## Navy TAR pedals to success, bikes 200 miles in half a day

Bent on "showing the Navy colors" on the 31st Annual Grand Tour Bicycle endurance cycling event near Point Mugu, Calif., LT Matthew J. Levy, of Naval Air Reserve, Point Mugu, recently rode his 14-speed bike 207 miles in 11 hours and 40 minutes.

Levy was the eighth rider to cross the finish line while over 450 riders were still pedaling along the 24-hour course.

Lean from months of intensive training and wearing the new Navy cycling uniform provided by the Reserve Recruiting Command, Levy started with the first riders departing the Malibu, Calif., Civic Center at 4:30 a.m.

The riders followed the course up the Pacific coastline, passed Naval Air Station Point Mugu, then looped

inland to Moorpark and back to the coast at Ventura before heading to Ojai for lunch at 11 a.m. at the 107 mile mark.

"This was my first attempt at completing a 200 mile single-day event," Levy said. "My longest ride previously in a single day was 115 miles."

From the oak tree covered rolling hill country in Ojai, the route headed back to the coast into a vicious 20-knot head wind for the second 100 miles back to the finish line in Malibu.

Nearing the final stretch, Levy spotted the lead pack.

"Then I attacked," he said. "I've always been full of energy, stubborn and goal oriented. When I saw the lead pack, I put my head down and pushed. I said quite a few 'Hail

Mary's' in the last 10 miles."

Levy caught the pack at the last traffic signal in Malibu, approximately 200 meters from the finish line and finished with the race's leaders.

Levy became interested in 10 speed bicycles for several reasons. "Getting and keeping in top physical condition is one of the Navy's requirements," he said, "so long distance bike riding looked like the best, most inexpensive way to physical fitness. I feel good, both physically and mentally."

Cycling, according to Levy, is one of the fastest growing fitness exercises in the nation. ■

Story by Public Affairs Specialist Marilyn Moore, PAO, Point Mugu, Calif.



# News bights

**T**he Navy is substituting an environmentally safe gas in testing shipboard fire protection systems in hopes of preventing further depletion of the Earth's ozone layer.

The Navy will eliminate more than 60 percent of its atmospheric emissions of Halon 1301, the gas used in fire protection systems, by using sulfur hexafluoride (SF-6) to test the systems.

SF-6 is not a fire suppressant like Halon 1301, but a gas which will be used to test the Halon 1301 room-flooding fire protection systems.

SF-6 is a non-toxic, chemically inert substance with no ozone depleting potential and has dispersion properties similar to Halon 1301.

\* \* \*

**C**hief of Naval Operations ADM Carlisle A.H. Trost became the first U.S. service chief to visit the Soviet Union Oct. 9-14. During his stay, Trost met with the Soviet Defense leaders in Moscow, Sevastopol, Yalta and Severomorsk.

His trip was highlighted by a speech on naval arms control to students at the Leningrad naval school. The visit was part of a series of exchange visits designed to reduce tension between the two superpowers.

In his speech Trost said, "There are three things that I think will remain constant for the foreseeable future. First, the United States is a nation that relies on the sea for its economic and political livelihood. Second, the Soviet Union is the only nation in the world that has the capability not only to challenge our way of life, but perhaps even to destroy its very existence. And third, independent of the actions of the U.S. and the Soviet Union to reduce tension, the rest of the world is becoming more economically inter-dependent, while concurrently becoming more independent politically and militarily.

"For this reason, I think we can expect to see a relative decline in the influence that the Soviet Union and the United States exert on the actions of individual nations."

\* \* \*

**T**he Surgeon General's Annual Report for July 1988-August 1989 details some of the progress Navy medicine has made in achieving its goal of increasing access while maintaining high quality within a tight budget.

In the report, VADM James A. Zimble says, "The past year has been one of the best we've had for some years. We have reversed many of the downward trends and are on a strong rebound. We are now treating 12

million outpatients (a 12 percent increase); our admissions are up 3.5 percent to 250,000 patients; are performing 150,000 surgical procedures; and, even with a severe obstetrician/gynecologist shortage, 30,000 children were born in our system."

The Surgeon General also talks about CHAMPUS recapture and reform, Total Quality Management, TEAM Approach, MMARTs and SPRINTs, the Navy Blood Program and personnel initiatives.

\* \* \*

**T**he guided-missile frigate USS *Samuel B. Roberts* (FFG 58) recently put to sea to test repair work done at the Bath Iron Works Shipyard for damage she received from a mine strike in the Persian Gulf on April 14, 1988.

The 3,700 ton frigate was returning from an oil tanker escort mission through the Persian Gulf when a mine ripped a 20 foot hole in *Roberts'* bottom and created two cracks which penetrated the entire hull and superstructure, except for the second deck.

Repairs to *Roberts* were \$3.5 million under budget, for a total cost of approximately \$37.5 million.

\* \* \*

**A** Washington, D.C., firm, Health Management Strategies International, Inc., won the contract to handle the management, required reviews and authorizations of CHAMPUS outpatient mental health treatment and some inpatient psychiatric services, beginning Jan. 1.

For the first time under the CHAMPUS mental health care management program, inpatient mental health care can be authorized in advance. This will protect service families from uncertainty by reassuring them ahead of time that their care will be cost-shared by CHAMPUS.

The new contractor now processes all requests for: advance authorizations for most inpatient mental health care under CHAMPUS, care at residential treatment centers, requests to have CHAMPUS' 60-day yearly limit on inpatient psychiatric care waived and authorizations for extended outpatient mental health care.

The new contract with Health Management Strategies doesn't apply to CHAMPUS families who are involved in the CHAMPUS reform initiative demonstration project in California and Hawaii, nor to families who are involved in the mental health demonstration in the Tidewater area of Virginia. ■

# Mail Buoy

## "Cooks" best sailors, too

Among the 10 supply department divisions aboard USS *Simon Lake* (AS 33) is one comprised of 37 of the finest sailors which you could gather in one place anywhere in the Navy. I believe that the intent of your article "Navy cooks," in the May 1989 edition of *All Hands*, had the distinct potential to glorify in print the mission which our 37 mess management specialists accomplish for nearly 1,500 shipmates every day of the year.

The punchline in two of the three final paragraphs were devastating to the upbeat tone of the article, however, and frankly insulting to every MS in the Navy. That mess specialists can *even* become recruit training company commanders, and that it is *not difficult* for MSs to be among the best sailors in the Navy are two of the most condescending remarks which I have read in a Navy publication in my career.

Our MSs on *Simon Lake* are among the best leaders and sailors in the Navy and are capable of performance at or above any professional or military standard which may challenge them. You and Petty Officer Joseph owe all mess management specialists an apology.

— CDR James S. Walters  
Supply Corps Officer  
USS *Simon Lake* (AS 33)

• *Senior Chief Belisario's encouragement to junior members of his rating to aim high and strive to be the best they can be is good advice, and should not be taken as "condescending."* — ed.

## Illegally parked

Concerning the photo by JO2(SW) Gawlowicz on the inside back cover of *All Hands* (August 1989); please note that our dedicated sailor is illegally parked. Recommend a closer screening of photos in the future.

— CDR R.E. Merton, CEC  
Public Works Department  
Guantanamo Bay, Cuba

• *We noted the "contractor" designation in the parking space, but chose to run the photo anyway, knowing that master chief boatswain's mates can park wherever they please! (Actually, we checked with the photographer, who*

*assured us the photo was taken on a weekend when the contractor wasn't working.)* — ed.

## Thanks for the issue!

Thanks for the outstanding September issue of *All Hands*. The copy was interesting and well written and the photography right on target.

Highlighting these people who do so much for others gave us all a lift.

— Ralph Blanchard  
Captain, U.S. Navy (ret.)  
Armed Forces YMCA  
Springfield, Va.

Just a note to let you know how much I enjoyed the September 1989 issue of *All Hands*. I was extremely proud of each Navy volunteer. I hope a regular issue about volunteers can become an annual event!

— CWO2 George C. Myers  
Naval Submarine Base  
Groton, Conn.

## Articles help GMT

I have been the training officer on board two major commands, USS *Seattle* (AOE 3) and USS *Raleigh* (LPD 1). As the training officer one of my duties is to see that the Navy's general military training program is running properly. General military training consists of anything from service members' financial responsibility to educational opportunities, the very same topics that are covered in your magazine *All Hands*.

I saved all the rights and benefits articles and used them in the general military training effort. There is not another source of information on these topics which is more thorough or up to date. The information in each article can be easily tailored to the one hour training sessions allotted.

I don't know how many other ships use general military training formats to get the information to the troops, but I suspect it is not widespread. Without suggesting that an unnatural liaison be established between you and the training community, I do think that there are some great benefits to be achieved from a coordinated effort. Simply put, your articles provide great info to the troops.

—LCDR S.J. Benson  
Operations Officer  
USS *Raleigh* (LPD 1)

# Reunions

• **VP/VPB 213, World War II PBM (Mariner) Squadron** — Reunion April 4-7, Arlington, Va. Contact Norman H. Maffit, 14709 Carlos Circle, Rancho Murieta, Calif. 95683; telephone (916) 354-2219.

• **VT 305/VB 305, Solomon Islands 1944** — Reunion April 6-9, Crystal City Marriott Hotel, Arlington, Va. Contact Carl "Robby" Roberts 1818 E. Missouri Ave., Phoenix, Ariz. 85016; telephone (602) 265-5214.

• **Destroyer Division 59, USS Dupont (DD 152), USS Bernadou (DD 153), USS Ellis (DD 154), USS Cole (DD 155) and USS Dallas (DD 19)** — Reunion May 17-19. Contact George Kingston, 2148 Clubhouse Drive, Lillian, Ala. 36549; telephone (205) 962-2171.

• **11th Engineer Battalion World War II, Korea, Vietnam** — Reunion July 18-22, Nashville, Tenn. Contact Charles Luhan Jr., 5645 S. Sacramento Ave., Chicago, Ill. 60629.

• **USS John C. Calhoun (SSBN 630)** — Reunion proposed, summer 1990. Contact J.B. Ensminger, P.O. Box 174, Waynesboro, Pa. 17268.

• **USS Springfield (CL 66), (CLG 7)** — Reunion proposed, fall 1990. Contact John W. Adams, 255 North Road, Unit 83, Chelmsford, Mass. 01824; telephone (508) 256-2239.

• **USS Kidd (DD 661)** — Reunion proposed fall 1990. Contact Doyle Terrell, 5250 Belle Terrace, #13, Bakersfield, Calif. 93309; telephone (805) 834-4821.

• **USS Long Beach (CGN 9) 1966-70** — Reunion proposed. Contact Fred H. Lane, 163 John Rolfe Lane, Williamsburg, Va. 23185; telephone (804) 229-8744.

• **Amphibious Scout and Raiders Class #7, World War II** — Reunion proposed. Contact Jack Neely, 3313 Old Dominion Blvd., Alexandria, Va. 22305; telephone (703) 548-0378.

• **USS PC 490 World War II** — Reunion proposed. Contact Oscar J. Fisher, 5694 Sherwood Forest Dr., Akron, Ohio 44319; telephone (216) 882-6208.

• **USS Warwick (AKA 89)** — Reunion proposed. Contact Myron K. Carson, 3801 Mt. Rainier, N.E. Albuquerque, N.M. 87111.

• **USS L.C.I.G. 68** — Reunion proposed. Contact Leo Jannetis, 3621 Oak Club House Dr., Pompano Beach, Fla. 33069.



# All Hands 1989 Index

## KEY TO INDEX

Page references are by month and page. For example, 5:2 means May issue, Page 2, and 12:13 means December issue, Page 13. Covers are indicated by: FC (front cover); BC (back cover); IF (inside front); and IB (inside back). The index is in two parts: the first by subjects; the second by ships, aircraft and units.

### A

Adoption — costs reimbursed, 2:2  
Advance pay — 7:2  
Advancement — chief petty officers selection board, 7:3  
Aegis Combat System — 1:24; instructors needed, 12:3; launching *Arleigh Burke* (DDG 51), 12:4  
AIDS — resource material, 10:2  
Airline discounts — 11:2  
Air traffic controllers — 8:8  
Alaskan oil spill — 7:4  
American Bicentennial  
  Presidential Inaugural Committee, 5:18  
Animals — military pets, 7:30; environment, 1:31  
Antarctica — new chapel, 6:40  
Armed Forces Inaugural Committee, 5:18  
Artist — Thomas H. Benton, 4:FC, 4:18  
Atwood, Donald J. — Deputy Secretary of Defense interview, 11:12  
Australia — language, 12:26; duty at NCS Harold E. Holt, 12:FC, 12:18  
Averell, MM1 Pete — recruiter, 4:5  
Awards —  
  Alder, BU1 Mark — cash award, 9:45  
  Aviation Warfare qualified — Chiles, ACC Thomas, 6:41  
  Bachelor Quarters — top rated, 6:40  
  Batchelder Award — honoring supply corps officers, 3:3  
  BOSS — Buy Our Spares Smart, 1:6; cash award, 9:45  
  Enlisted Surface Warfare — Kolp, Cpl. Peter J., USMC, 1:36  
  Gilliam Award/NJROTC — Manley, LCDR Shawn, 7:44  
  Navy Achievement — Pearce, BM2 Robin, 4:38  
  Navy Distinguished Public Service — Derickson, Ulrike "Uli," flight attendant, 3:42  
  Professional Rodeo Cowboy Association — Matthews, TM3 Ross, 6:39  
  RADM Thompson Awards

for Excellence in Public Affairs — 7:46  
Thomas Jefferson Awards — Cooper, Jackie, 3:42

### B

Back injuries — 6:3  
Balloon — hot air, 11:42; weather, 8:IF  
Band, Navy — assisting recruiters, 7:28  
Carr, MUC Peggy, 7:FC on road, 7:20  
recruiting musicians, 7:29; 7:BC  
Baseball — volunteer coaches, 9:22  
Battles — see history  
Beck, BMC Marlin — model ship builder, 2:40  
Bentancourt, CDR Jose L. — role models, 6:34  
Benton, Thomas Hart — artwork, 4:FC, 4:18  
Berry, RM1 Pamela K. — spotlight on excellence, 12:45  
Bethesda Naval Hospital — cook/chill program, 3:38  
Birds — ospreys, 1:31; 1:BC  
Blind — Houston Lighthouse for the, 3:34  
Blue Angels — accepting applications, 12:2  
grants child's wish, 12:45  
Boatswain's mate — Keniston, BM2 Ronald K., 4:26  
Boorda, VADM Jeremy — takes helm as Chief of Naval Personnel, 1:35  
quality of life, 2:5  
equal opportunity, 3:12  
BOSS (Buy Our Spares Smart) — 1:6; cash award, 9:45  
Broadway, LT Ron — LSO, 10:FC  
Budget — childcare/housing, 6:2  
Bugarin, CDR Tem E. — Filipino CO, 8:43  
Bulot, PM1 Mark A. — gift to Soviet Navy, 11:34  
Bureau of Medicine — Navy Surgeon General interview, 12:15  
Burke, ADM Arleigh A. — history, 8:40  
launches ship, 12:4  
"Little Beavers," 12:7  
Bush, George — see president

Butcher, RADM Paul D. — hats, 5:43

### C

Capazzi, MM1 Peter — toy drive, 9:10  
Car — shipping, 5:46  
Cashatt, PN1 Jeffrey — AIDS volunteer, 9:11  
CHAMPUS — handbook, 3:3; outpatients, 6:2  
Chapel — McMurdo Station, 6:40  
Cher — video on *Missouri* (BB 63), 10:47  
Chief of Naval Operations — see Trost, ADM Carlisle A.H.  
Chief of Naval Personnel — see Boorda, VADM Jeremy "Mike"  
Chief petty officer selection board — 7:3  
China — Hawaii port call, 7:36  
Clark, DM1 Lillian — served in three branches of military, 12:47  
Coffee — 7:12; 11:48  
Commissary — reservists, 4:3  
Cooper, Jackie — Thomas Jefferson Award, 3:42  
Cranston, LCDR James — ski patrol volunteer, 9:16

### D

Damage Control — 4:28; aboard *Eisenhower* (CVN 69), 9:4  
Dang, LT Chin — Vietnamese chaplain, 9:40  
Dangerfield, YN2 Christopher — auxiliary police volunteer, 9:17  
Davis, Art — 102-year-old visits ship, 12:46  
Decommissioning crews — 10:2  
Dental — dependent care, 9:2  
Deputy Secretary of Defense interview — 1:12  
Derickson, Ulrike "Uli" — flight attendant, 3:42  
Detailing — extended hours, 10:2; fleet liaison 9:3; system, 6:18  
Diet — SEALs, 6:38  
Discharge — 5:4  
Divers — needed, 4:3; consolidated divers unit, 8:31  
Doctor — bonuses, 1:3  
Hudson, LCDR Jack U., 27-year civilian practice, 6:41  
Whalen brothers, 11:46  
Drugs and alcohol — abuse, 4:3  
civilian testing, 1:3  
holiday drinking, 12:2  
illegal, 1:3  
Dunn, LT Joseph — missing in action, 11:4

### E

Early assignments — 2:3  
Editor's flight — 12:33  
Edney, Leon A., Vice CNO — health care, 1:32

Education — Baccalaureate scholarships, 8:43  
Dependent scholarships, 1:2; 8:2  
GI Bill extension, 4:2  
LMET — Leadership/Management, 3:4  
Management Improvement Course, 11:3  
NAPS — Naval Academy Prep School, 7:32  
National Defense security course, 10:3  
Navy Campus — minemen commissioned, 2:41  
NavSta Mayport sailors earn degrees, 9:43  
Navy Leader Development Program, 11:8  
NJROTC — Norfolk unit, 8:45  
PACE — *Guam* (LPH 9), 3:41  
PEERS — 2:58  
Post-graduate assistance, 11:2  
Electric Drive — 1:2  
Ellich, FCC(AW) Bruce — SAFE volunteer, 9:12  
EMPRESS II — electromagnetic pulse test system, 12:10  
Engineering officers — 6:3  
Enlisted Personnel Allocation and Nomination System — 2:2  
Environment  
  animals, 1:31; 1:BC;  
  plastic waste disposal, 10:36  
Equal Opportunity  
  Bentancourt, CDR Jose L. — Mexican heritage, 6:34  
  Bugarin, CDR Tem E. — Filipino CO, 8:43  
  *Cape Cod* (AD 43) — female XO, 4:4  
  Gurke, CDR Sharon — operations director, 9:42  
  Herrera, CAPT Henry F. — Cuban American, 7:44  
  Herron, AME1(SW) Dave — deaf parents, 6:37  
  Lighthouse for the Blind, 3:34  
  Neri, MSC Ruben — Filipino cook, 4:38  
  Padilla, LTJG Ann M. — communications officer, 9:46  
Espionage hotline — 8:2  
Exercises  
  Anti-submarine warfare — Republic of Korea, 11:47  
  *Atlantic Stinger* '89 — reservists, 8:44  
  *Operation Ocean Safari* — aircraft carriers, 10:35  
  *Response* '89 — reservists tour ship  
  *Team Spirit* '89 — 7:1; 7:16  
Extended tours — *Guam*-based ships, 5:2

### F

Family support conference — 2:4  
Felt-tip markers — 3:35  
Festivals — Portland Rose

Festival, 9:38  
 Financial responsibility — 3:2  
 First Lieutenant's Division — work crew, 5:32  
 Flags — over memorials, 2:31; hoisting, 2:BC  
 Fleet Reserve Association — 2:31  
*Fleet Week '88* — 1:34  
*Fleet Week '89* — 8:36  
 Flight deck — color-coded sailors, 10:32; operations, 10:24  
 Fly fishing lures — Roberts, CAPT Jim, 3:11  
 Franks, PH3 John — "Dear Abby," 7:43  
 Fraternalization — 5:2  
 Fund — *Iowa* (BB 61), 7:3

## G

Garbage — see plastic waste disposal  
 Garrett, H. Lawrence III — new SecNav, 8:4  
 Gatling gun — *Phalanx* CIWS, 7:IC  
 German navy — sailor joins, 2:41  
 Gernes, CDR Deborah S. — XO on *Cape Cod* (AD 43), 4:4  
 GI Bill extension — 4:2  
 Gill, TMCM George — volunteer diver, 9:8  
 Gillet, AMCS Douglass C. — "Blue Geese," 9:47  
 Glasses — safety, 3:40  
 Goliad Field, Texas — 10:16  
 Great Lakes cruise — 11:7  
 Gurke, CDR Sharon — ops director, 9:42

## H

Hampe, OT2 Jami — Navy baby, 7:43  
 Harris, MR3 Don — safety glasses, 3:40  
 Hat collection — Butcher, RADM Paul D., 5:43  
 Hayes, LT Robert "Phil" — volunteer deacon, 9:9  
 Health  
   AIDS — resource material, 10:2  
   back injuries — 6:3  
   Bethesda Naval Hospital — cook/chill program, 3:38  
   Blue Ribbon Panel, 1:32  
   Bureau of Medicine — Navy Surgeon General interview, 12:15  
   CHAMPUS — handbook, 3:3; outpatients, 6:2  
   coffee, 7:12; 11:48  
   dental — dependent care, 9:2  
   diet — SEALS, 6:38  
   doctors — bonuses, 1:3; drugs — illegal, 1:3  
   fitness, 7:6  
   glasses, — safety, 3:40  
   Hudson, LCDR Jack U., — doctor enlists, 6:41  
   issues, 5:3

Medical Blue Ribbon Panel, 1:32  
 physical readiness, 2:3; 7:6  
 pregnancy, 9:3  
 radon gas — test, 4:3  
 screening, 8:2  
 smoking — prevention month, 11:3  
 stress — coping, 8:3; 8:14  
 urinalysis, 5:3  
 walk-a-thon — Pentagon, 9:44  
 Whalen brothers, — Navy doctors, 11:46  
*Wasp* (LHD 1), — hospital facility, 8:24  
 Heroes  
   Derickson, Ulrike "Uli", flight attendant, 3:42  
   Pacilli, NC1 John A., car crash rescue, 4:40  
   Robinson, CM2 Jeffrey S. — car crash rescue, 10:46  
   Tubbs, Vernon — child saved over phone, 1:36  
 Herrera, CAPT Henry F. — Cuban/American CO, 7:44  
 Herron, AME1(SW) Dave — sign language, 6:37  
 High-year tenure — 5:2  
 Hildreth, AT1 Greg — Civil War reenactment, 5:44

History  
   Burke, ADM Arleigh A. — three-time CNO, 8:40  
   coffee — 7:2; 11:48  
   duel at Cherbourg — Civil War, 2:32  
   Hildreth, AT1 Greg — Civil War reenactment, 5:44  
   "Little Beavers" — ADM Arleigh Burke's shipmates, 12:7  
   museum — Patriot's Point, 6:22; 6:BC  
   Perry, Commodore Matthew C. — memorial ceremony, 12:45  
   POW/MIA — 11:4; 12:28  
   Reenacted battles — 5:44  
   Trafalgar — 5:30  
   World War II — *Franklin* (CV 13), 6:26  
 Hoar, Rusty — volunteer diver, 9:8  
 Hobgood, CDR Gordon — minefield planning, 2:12  
 Home-care — children, 5:34  
 Homecoming — end of deployment, 9:28  
 House, FC1(AW) John — SAFE volunteer, 9:12  
 Household goods — 5:47  
 Housing — 5:46  
 Hudson, LCDR Jack U. — doctor enlists, 6:41

## I

Illegal drugs — 1:3  
 Inauguration — 5:FC; committee, 5:18  
 INF — nuclear forces, 1:4  
 INF Treaty — On-Site Inspection, 4:24  
 Instructors — 4:1, 4:28; of the

Year, 9:43

## J

James, Angela L. — scholar-ship, 8:43  
 Jillson, LCDR Edith — great-grandmother commissioned, 11:45  
 Jones, AG2 Shari — balloon, 8:IF

## K

Keniston, BM2 Ronald, K. — boatswain's mates, 4:26  
 Kolp, Cpl. Peter J. — enlisted surface warfare, 1:36

## L

Lacrosse — 8:27  
 Lamothe, AS2 Frank — recruiter clown, 4:39  
 Landing signal officers — 10:10  
 Law, AB1 Lawrence A. — shares TV show name, 6:38  
 LDO — Weisensee, CAPT William J., 8:25  
 "Little Beavers" — ADM Burke shipmates, 12:7  
 Little League — volunteer coaches, 9:22  
 LMET — 3:4; new leadership course, 9:3  
 Loans — Navy Relief, 3:3  
 Ludwig, BT1 Edwin C. — magician, 1:35  
 Lookouts — *Theodore Roosevelt* (CVN 71), 11:10

## M

Marine Corps Marathon — 2:22  
 Marriage — foreign nationals, 5:47  
 Matthews, TM3 Ross — rodeo, 6:39  
 McFarlane, LCDR Anthony — flight deck control, 10:33  
 McKinney, RADM Henry C. — recruiting interview, 4:14  
 Medical — *Wasp* (LHD 1), 8:24  
 Microfiche — 3:3  
 MilCap — beneficial suggestion, 9:45  
 Military payday — 9:2  
 Mine warfare  
   EOD, 2:16  
   Fleet and Mine Warfare Training Center, 2:6  
   Interview with RADM Byron E. Tobin Jr., 2:11  
   Minemen rating, 2:8  
 Model shipbuilding — Beck, BMC Marlin, 2:40  
 Morgan, LT Bill — cowboy, 7:45  
 Museum — Patriot's Point, 6:22; 6:BC

## N

NAPS — Naval Academy Prep School, 7:32  
 NASA — sailors in space, 3:26

Truly, RADM Richard H., 8:34  
 Naval history — see history  
 Navy Advancement Center — 4:34  
 Navy Band — 7:FC; 7:20 aiding recruiters, 7:28 recruiting musicians — 7:29  
 Navy Memorial Flag Program — 2:30  
 Navy Personnel Exchange Program — 2:41  
 Navy Relief — loans, 3:3; seminars, 9:44  
 Neill, CWO4 Stephen — Navy EOD, 2:16  
 Neri, MSC Rubin — culinary artist, 4:38  
 New York — *Fleet Week '89*, 8:36  
 NJROTC — Norfolk unit, 8:45

## O

On-Site Inspection Agency — INF missiles, 4:24  
 Operation "Dear Abby" — matchmaker, 7:43  
*Operation Deep Freeze* — 10:30  
 OTHR system — fleet surveillance, 3:25

## P

Packages — shipping, 9:3  
 Pacilli, NC1 John A. — car crash rescue, 4:40  
 Padilla, LTJG Ann M. — communications officer, 9:46  
 Panama Canal — 3:1; 3:28  
 Paperless battleship — *Missouri* (BB 63), 7:42  
 Patriot's Point — maritime museum, 6:22; 6:BC  
 Patternmaker — ship model for Soviets, 11:32  
 Patterson, YN1 Cindy — retarded citizens' volunteer, 9:16  
 PEERS — Parent Enrichment and Education Resources, 2:5  
 Pentagon tour guide — 12:30  
 Permanent Change of Station — 3:2; 6:3  
   exceptional assignments, 10:3  
   overseas, 5:46  
   relocation packets, 10:2  
   swaps, 2:2  
   see also, travel  
 Perry, Commodore Matthew C. — memorial ceremony, 12:45  
 Personal Excellence Partnership Program — 6:12  
 Pets — 5:46; military owners, 7:31  
*Phalanx* Close-In Weapon System — 7:IC  
 Physical readiness — 2:3; 7:6  
 Plastic waste disposal — 10:36  
 Portland Rose Festival — 9:38  
 POW/MIA — 11:4; 12:28  
 Pregnancy — 9:3  
 President —  
   inauguration, 5:23;  
   *Iowa* memorial, 6:8;



visits *America* (CV 66), 5:26  
 Prince William Sound — oil spill, 7:4  
 Project Handclasp — Fox (CG 33), 8:44

## Q

Quayle, Dan — vice president, 7:5

## R

Radon gas — test, 4:3  
 Reagan, Ronald —  
   farewell to former president, 5:BC; see president  
 Recruiting  
   Averell, MM1 Pete, 4:5  
   recruiter clown, 4:39  
   incentives and awards, 4:15  
   interview, RADM McKinney, 4:14  
   recruiter rescues, 4:40; 10:46  
 Service Ribbon, 12:2  
 Recyclable Sales Program — 3:16; 3:BC; see plastic waste disposal  
 Reinke, LT Eric — sailing, 11:45  
 Relocation — 6:3  
 Republic of Korea — joint U.S. exercise, 11:47  
 Reservists —  
   commissary privileges 4:3  
   advancement 5:3  
   ship tour 7:42  
 Rights and Benefits  
   aviation programs, 12:3  
   BOOST, 2:44, 7:33  
   commissioning programs, 2:42  
   conversion programs, 12:3  
   legal assistance, 4:44; 6:43  
   officer frocking, 3:47  
   promotion, 3:43  
   reenlistment bonuses, 1:2; 2:2  
   selection board, 1:38; 7:3  
   swaps, 2:2  
 Roberts, CAPT Jim — fly tying, 3:11  
 Robinson, CM2 Jeffrey S. — rescue, 10:46  
 Royal Australian Navy — see Australia  
 Russians — Soviet/U.S. port visits, 11:18  
 Ryan, AE2 Phillip Michael — apprenticeship certificate, 9:47

## S

Sabadie, CDR Patrick — spina bifida, 9:13  
 Sailors of the Year 1989 — 10:41  
 Safety — Deputy  
   Undersecretary interview, 8:5  
 San Francisco Fleet Week — 1:34  
 Saving lives — volunteer personnel, 9:19  
 Savings bonds — 6:2; 11:2  
 Schools  
   "A" school training — 2:3

Loma Verde Elementary  
   School — ship's pen pals, 4:40  
 Mess Specialist "A" School, 5:1; 5:40  
 Rescue Swimmers School, 1:FC; 1:1; 1:16  
 sailors volunteer at schools, 9:24  
 Senior Enlisted Academy, 5:7  
 Sherwood Elementary School — adopted, 7:45  
 Scouts — jamboree, 11:40  
 Sea duty credit — *Guam* (LPH 9) sailors, 5:2; all sailors, 9:2  
*Seafair* '89 — Seattle celebration, 11:36  
 Sea power — ADM Carlisle  
   A.H. Trost interview, 1:4  
 SEALs — 1:2; diet, 6:38  
 Service records — 3:3; 8:2  
 Signalmen — 5:30  
 Smith, EWCS(SS) Daniel — instructor, 2:41  
 Smoking prevention month — 11:3  
 Snyder, HT1 Gary — volunteer diver, 9:8  
 Soviet Union  
   exchanged visits, 12:12  
   "Friend or foe?" 11:34  
   Norfolk visit, 11:20  
   reduction in navy, 4:2  
   Sevastopol visit, 11:24  
   ship model, 11:34  
   *Slava*, Soviet ship, 11:28  
   Soviet faces, 11:31  
 Space — sailors in, 3:26;  
   Truly, RADM Richard H. 8:34  
 Sponsors — 7:2; 11:3  
 Sports  
   balloon — hot air, 11:42  
   baseball — volunteer coaches lacrosse, 8:27  
   Marine Corps Marathon, 2:22  
   rodeo, 6:39  
   sailing, 11:45  
   schedule for 1989 — 1:1B  
   walk-a-thon, 9:44  
   wrestling, 5:1B  
 Strada, CAPT Joe — volunteer for handicapped, 9:17  
 Stress — coping, 8:3; 8:14

## T

Taussig, Joe — Deputy  
   Undersecretary of the Navy interview, 8:5  
 TAR — 5:3  
 Tenure — maximum service limit for sailors, 5:2  
 Terrorist — reservists in  
   Bermuda prepare to counter, 8:44  
 Tobin, RADM Byron E. Jr. — Commander, Mine Warfare Command interview, 2:11  
 Tour extensions — 8:3  
 Training  
   "A" school, 2:3  
   Advancement Center — 4:34  
   Aircrew training — 2:3  
   Aviation warfare — Chiles, ACC Thomas, 6:41

Damage control — 4:28;  
*Eisenhower* (CVN 69), 9:4  
 Enlisted Surface Warfare — Kolp, Cpl. Peter J., 1:36  
 Gilliam Award/NJROTC — Manley, LCDR Shawn, 7:44  
 Instructors — 4:1; 4:28;  
   of the Year, 9:43  
 LMET — 3:4  
 Leadership course, 9:3  
 Travel  
   household goods, 5:47  
   pets, 5:46; 7:30  
   relocation, 6:3  
   shipping — packages, 9:3;  
   vehicle, 5:46  
   see also, Permanent Change of Station  
 Trident missiles — 4:16  
 Trost, ADM Carlisle A.H.,  
   CNO electric drive, 1:2  
   interview, 10:4  
   physical readiness, 2:3  
   sea power, 1:4  
 Truly, RADM Richard H. — NASA head, 8:34  
 Tubbs, Vernon — child saved over phone, 1:6

## U

Underwood, ABCM Sam — spotlight on excellence, 11:43  
 Urinalysis — 5:3

## V

Van Belle, LT Patricia — triathlete, 7:47  
 Varaksa, STG2 Joseph — soup kitchen volunteer, 9:14  
 VHA — variable housing allowance increase, 8:3  
 Volunteers  
   AIDS volunteer — Cashatt, PN1 Jeffrey, 9:11  
   auxiliary police — Dangerfield, YN2 Christopher, 9:17;  
   Harvy, AD1 Karl, 9:19  
   baseball — 9:22  
   deacon — Hayes, LT Robert "Phil," 9:9  
   divers, 9:8  
   emergency medical technician — Cranston, LCDR James, 9:16; Tomlinson, CTTC(SS) Joseph, 9:21  
   firefighters, 9:19  
   handicapped — Strada, CAPT Joe, 9:17  
   Little League coaches, 9:22  
   magician — Lodwig, BT1 Edwin C., 1:35  
   retarded citizens — Patterson, YN1 Cindy, 9:16  
   SAFE volunteers — 9:12  
   sailors at schools, 9:24  
   scouting — Young, DP1 Stephen B., 9:17  
   soup kitchen — Varaksa, STG2 Joseph, 9:14  
   spina bifida — Sabadie, CDR Patrick, 9:13  
   toy drive — Capazzi, MM1 Peter, 9:10  
   ventriloquist — Walsh, RPC

Bob, 9:16  
 Voting — slogan, 7:3

## W

Walsh, RPC Bob — ventriloquist volunteer, 9:16  
 Walk-a-thon — Pentagon, 9:44  
 Weisensee, CAPT William J. — first LDO captain, 8:25  
 Whales — 2:40  
 Whalen, LT Phillip — doctor, 11:46  
 Whalen, CDR Thomas — doctor, 11:46  
 Wildlife — Wallops Island, 1:BC  
 Will, LTJG Alex J. — submariner, 6:16  
 Witherspoon, Staff Sgt. James — SAFE volunteer, 9:12  
 Women — military memorial, 4:2  
 Wooden ships — Wisconsin craftsmen, 9:32  
 Working parties — 5:32  
 Wrestling — 5:1B

## Y

Young, DP1 Stephen B. — Scouts volunteer, 9:17

## Ships and units

### A

A-6 Intruder — editor's flight, 12:33  
*Alabama* (SSBN 731) — Duel at Cherbourg, 2:32  
*America* (CV 66) —  
   Tribute to lost shipmates, 8:5  
*Arizona* (BB 39) —  
   Chinese visit, 7:38;  
   *Tennessee* (SSBN 734), 4:16  
*Arleigh Burke*, (DDG 51) —  
   *Aegis* ship launched, 12:4  
*AV-8B Harrier* — *Team Spirit* '89, 7:16  
*Avenger* — George Bush bomber, 5:21  
*Avenger* (MCM 1) — 9:33

### B

"Blue Geese" — AMCS Chief Douglass C. Gillet, 9:47  
*Boulder* (LST 1190) — Great Lakes Cruise, 11:7

### C

C-5s — *Exxon Valdez* oil spill, 7:4  
 C-141 — *Exxon Valdez* oil spill, 7:4  
*CH-46 Sea Knight* —  
   *Exxon Valdez* oil spill, 7:5;  
   *Team Spirit* '89, 7:16  
*CH-53D* helicopters — *Team Spirit* '89, 7:17  
*CH-53E* helicopters — *Team Spirit* '89, 7:16  
*Cape Cod* (AD 43) — Gernes, CDR Deborah, 4:4  
*Carl Vinson* (CVN 70) — father/son air warfare

qualified, 6:41  
*Cobra* helicopter — *Team Spirit* '89, 7:16  
 Consolidated Divers Unit, San Diego — 8:31  
*Cook* (FF 1083) — *Fleet Week* '88, 1:34  
*Coral Sea* (CV 43) — Wells, SMSR Jason, (flags), 3:22; Frakes, PH3 John, ("Dear Abby"), 7:42  
*Corsairs* — 6:28

## D

*Doyle* (FFG 39) — Pearce, BM2 Robin rescues shipmate, 4:38; plastic waste, 10:40

## E

*Eisenhower* (CVN 69) — basketball, 10:1F  
 damage control, 9:4  
*Emory S. Land* (AS 39) — 10:36  
*Enterprise* (CVN 65) — Art Davis, age 102, visits, 12:46; Subic Supply Depot, 7:40  
 Explosive Ordnance Disposal — 2:16  
*Exxon Valdez* — oil spill, 7:4

## F

Fleet and Mine Warfare Training Center — 2:1; 2:6  
*Forrestal* (CV 59) — dads decorate, 7:46  
 civil engineers, 11:14  
 editor's flight, 12:33  
*Franklin* (CV 13) — World War II, 6:26  
*Francis Scott Key* (SSBN 657) — first east coast *Trident II* sub, 4:16  
*Fox* (CG 38) — Project Hand-clasp, 8:44

## G

*Guadalcanal* (LPH 7) — 1:1F  
*Guam* (LPH 9) — PACE, 3:41

## H

*Hector* (AR 7) — 4:4  
 Helicopter Combat Support Squadron 16 — adopts school, 7:45  
 Helicopter Mine Countermeasures Squadron 12 — 2:41  
 HH-60H — combat support helicopter, 1:2  
*Harold E. Holt* (FF 1074) — Republic of Korea, 11:47  
*Hunley* (AS 31) — fitness, 7:10

## I

*Independence* (CV 62) - *Seafair* '89, 11:38; plastic waste, 10:40  
*Ingersoll* (DD 990) — weapons system, 2:1B  
*Iowa* (BB 61) — 6:FC; explosion, 6:4; fund 7:3  
*Iwo Jima* (LPH 2) — medical reservists, 7:42

## J

*James K. Polk* (SSBN 645) — Cuban sailor, 7:44  
*Jeremiah* war liberty ship — *Fleet Week* '88, 1:34  
*John Young* (DD 983) — building in Thailand, 12:BC  
*Juneau* (LPD 10) — Marine on board, 12:1F

## K

*Kearsarge* — Duel at Cherbourg, 2:32  
*Kennedy* (CV 67) — coffee, 7:12  
*Kirk* (FF 1087) — *Fleet Week* '88, 1:34  
*Kitty Hawk* (CV 63) — fitness, 7:9 scrub deck, 5:1F; 6:1B

## L

*Lexington* (AVT 16) — carrier's dual mission, 10:18

## M

Marine Air/Ground Task Force — oil spill, 7:4  
*McCormick* (DD 976) — *Fleet Week* '88, 1:34  
 Medium Attack Wing 1 — 5:21  
 Military Sealift Command — 40th birthday, 10:1B  
*Missouri* (BB 63) — MONET, 7:42; Cher video, 10:47  
*Mobile Bay* (CG 53) — physical fitness, 7:9  
 Mobile Mine Assembly Group, Charleston — 2:8

## N

Naval Auxiliary Landing Field, Goliad — 10:16  
*Nautilus* (SSN 571) — North Pole, 3:41  
 Naval Amphibious Base, Coronado, Calif. — oil spill, 7:5  
 Naval Amphibious Base, Little Creek — EOD Mobile Unit 2, 2:16  
 Naval Civil Engineering Laboratory — 2:26  
 Naval Communication Station, Stockton, Calif. — oil spill, 7:4  
 Naval Mobile Construction Battalion 1 — 40th birthday, 10:46  
 Naval Polar Oceanographic Center — whales, 2:40  
 Naval Reserve Mobile Construction Battalion 21 — *Atlantic Stinger* '89, 8:44  
 Naval Reserve Readiness Command Region 6 — 5:21  
 Naval Sea Systems Command — oil spill, 7:4  
 Naval Space Command — Tracking and Injection, 3:19  
 Naval Special Warfare Unit 8 — SEALs, 3:29  
 Naval Supply Depot Subic Bay — daily operation, 7:39

Naval Support Center, Williamsburg, Va. — oil spill, 7:4  
 Naval Surface Warfare Center, Wallops Island, Va. — 1:24; animals, 1:BC  
 Navy Emergency Ship Salvage Material System — 7:4  
 Navy Satellite Communications Facility — 3:FC  
 Navy Special Boat Unit 26 — Panama Canal, 3:28  
*New Jersey* (BB 62) — *Seafair* '89, 11:38  
*Nicholson* (DD 982) — Panama Canal, 3:33  
*Nimitz* (CVN 68) — deck crew, 2:1F; Subic, 7:40

## O

*O'Bannon* (DD 987) — plastic waste, 10:39  
 Oceanographic Development Squadron 8 — whales, 2:40  
*Orion* (AS 18) — sea credit, 7:2

## P

*Peary, Robert E.* (FF 1073) — *tae kwon do*, 11:44  
*Prairie* (AD 15) — communications officer, 9:46; 50th anniversary, 11:18

## Q

*Queenfish* (SSN 651) — North Pole, 3:41

## R

*Ranger* (CV 61) — *Fleet Week* '88, 1:34; rescues boat people, 12:47  
*Rodney M. Davis* (FFG 60) — Republic of South Korea, 11:47  
*Rush* (WHEC 723) — *Fleet Week* '88, 1:34

## S

*Samuel Gompers* (AD 37) — pen pals, 4:40; "Sammy's Nightclub," 3:40  
*Samuel B. Roberts* (FFG 58) — mine warfare, 2:12

*Saipan* (LHA 2) — band, 8:45  
*Silversides* (SSN 679) — sub family tradition, 6:16  
*Skipjack* (SSN 585) — Panama Canal, 3:31  
*Slava* — Soviet guided missile cruiser, 11:26  
*Spica* (TAFS 9) — Subic Supply Depot, 7:40  
*Stark* (FFG 31) — SecNav safety, 8:6  
*Stephen W. Groves* (FFG 29) — search and rescue, 9:46

## T

*Tennessee* (SSBN 734) — *Trident*, 4:16  
*Thomas S. Gates* (CG 51), — ship model for Soviets, 11:34  
 "Thunderbolts" — VA 176, 10:19; editor's flight, 12:33

## V

VQ 4 — air controllers, 8:9

## W

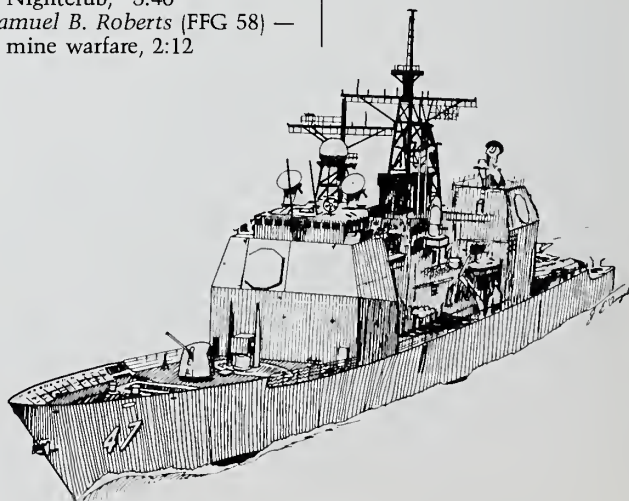
*Wasp* (LHD 1) — 8:FC; 8:20  
*Whidbey Island* (LSD 41) — "A Gang" Division, 9:36; Vietnamese chaplain, 9:40  
*White Plains* (AFS 4) — crew builds well, 3:36  
*Williams* (FFG 24) — rodeo, 6:29  
*Wisconsin* (BB 64) — recommissioning, 1:4, 2:FC, 2:18

## Y

*Yorktown* (SS 343) — Naval Maritime Museum, 6:22

## Z

*Zheng He* — Chinese warship, 7:36





# 1990 Navy Sports Schedule

Event	Training camp		Interservice competition	
	Location	Date	Location	Date
<b>Cross Country</b>	NAS Pensacola, Fla.	10-16 Jan.	Pope AFB, N.C.	17-20 Jan.
<b>Basketball (Men's)</b>	NSY Mare Island, Calif.	3 Feb.- 9 Mar.	NAS Pensacola, Fla.	10-16 Mar.
<b>Basketball (Women's)</b>	NSB Kings Bay, Ga.	10 Feb.- 9 Mar.	NAS Pensacola, Fla.	10-16 Mar.
<b>Boxing</b>	NAB Little Creek, Va.	3 Jan.- 23 Mar.	NAB Little Creek, Va.	24-30 Mar.
<b>Wrestling</b>	NAS Pensacola, Fla.	3 Feb.- 14 Mar.	USMC Quantico, Va.	15-21 Mar.
<b>Powerlifting</b>	NAS Patuxent River, Md.	1-13 Feb.	Ft. Indiantown Gap, Pa.	14-18 Feb.
<b>Volleyball (Men's)</b>	NAB Coronado, Calif.	1-27 April	NavSta San Diego, Calif.	28 April - 4 May
<b>Volleyball (Women's)</b>	NTC San Diego, Calif.	1-27 April	NavSta San Diego, Calif.	28 April - 4 May
<b>Bowling</b>	NAS Miramar, Calif.	14-20 Apr.	USMC Camp Pendleton, Calif.	21-26 Apr.
<b>Seaweed</b>	NAB Coronado, Calif.	1 Apr.- 30 June	TBA	July
<b>Racquetball</b>	NAS Kingsville, Texas	25 Apr.- 4 May	Sheppard AFB, Texas	5-11 May
<b>Sailing</b>	NAB Coronado, Calif.	26-30 May	TBA	
<b>Track &amp; Field</b>	NSY Mare Island, Calif.	12 May - 1 June	NSY Mare Island, Calif.	2-8 June
<b>Softball (Men's)</b>	NAS Patuxent River, Md.	28 Jul.- 11 Aug.	NAS Jacksonville, Fla.	12-17 Aug.
<b>Softball (Women's)</b>	NAS Memphis, Tenn.	28 Jul.- 11 Aug.	NAS Jacksonville, Fla.	12-17 Aug.
<b>Golf</b>	NAS Pensacola, Fla.	8-14 Sept.	USMC Camp Lejeune, N.C.	15-21 Sept.
<b>Tennis</b>	NAB Little Creek, Va.	1-7 Sept.	Ft. Eustis, Va.	8-14 Sept.
<b>Soccer</b>	NAB Little Creek, Va.	13 Oct.- 3 Nov.	Patrick AFB, Fla.	4-11 Nov.



**Photo contest winners ● Page 18**





207.17.  
875

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

FEBRUARY 1990

LCACs  
in the Med

359.05 ✓  
A 416



Aircraft of Marine Medium Helicopter Squadron 264 in formation over a runway at Naval Station Rota, Spain. Photo by PH2 Phil Pruitt.





Secretary of the Navy  
**H. Lawrence Garrett III**  
Chief of Naval Operations  
**ADM Carlisle A.H. Trost**  
Chief of Information  
**RADM Brent Baker**

CO Navy Internal Relations Activity  
**CDR Connie L. Haney**  
XO Navy Internal Relations Activity  
**LCDR Patricia J. Anthony**

Director, Print Media Division  
**LCDR John A. Marchi**

All Hands Editor (Acting)  
**LT W. Jeffrey Alderson**

All Hands Assistant Editor  
**JOC Robin Barnette**

Photojournalists  
**JO1 Lee Bosco**  
**PH1(AC) Scott M. Allen**

Writers  
**Jan Kemp Brandon**  
**JO1 Melissa Lefler**  
**JO1 Dennis Everette**  
**JO1 Chris Price**  
**JO2 John Joseph**  
**JO2 Andrew I. Karalis**  
**JO3 Marke Spahr**

Associates for Art and Layout  
**Richard C. Hosier**  
**Michael David Tuffli**

Communications  
**RM1 Adrian Baker**

Graphics and Typesetting  
**DM2 Mike Rodrigues**  
**DM3 P.V. Whitehurst**  
**William E. Beamon**

**All Hands** (USPS 372-970; ISSN 0002-5577) is published monthly by Navy Internal Relations Activity: 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Second-class postage paid at Alexandria, VA 22314, and additional mailing offices.

**Subscriptions:** Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Price: \$15, U.S. and FPO; \$18.75, foreign. Make checks/money orders payable to: "Superintendent of Documents, GPO."

**Postmaster:** Send address changes to NIRA, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007.

**Editorial Offices:** Send submissions and other correspondence to: NIRA, Print Media, Attn: Editor, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Phone (703) 274-6208 (AV 284-4455) for editorial; (703) 274-5953 (AV 284-4315) for distribution.

**Message:** NAVINRELACT WASHINGTON, DC.

**Authorization:** The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

NIRA also publishes *Captain's Call Kit*, *Navy Editor Service*, *Navy Family Life-line* and *Navy News Service*.

# ALL HANDS

MAGAZINE OF THE U.S. NAVY  
FEBRUARY 1990 — NUMBER 875  
68th YEAR OF PUBLICATION



## Exercise *Thalay Thai* '89 — Page 32

- |  |  |
|--|--|
| <b>4</b> Earthquake aftermath<br>Sailors lend a hand           | <b>20</b> 'Abe' joins fleet<br>Carrier comes on line       |
| <b>10</b> On target<br>Gunner's mate training                  | <b>24</b> LCACs<br>New amphibious era in Med               |
| <b>12</b> Home port New York<br>Staten Island primes for fleet | <b>30</b> Eyes on Everest<br>Doctors travel to the top     |
| <b>16</b> Help for homeless<br>Navy man takes to streets       | <b>32</b> <i>Thalay Thai</i><br>Exercise links forces      |
| <b>19</b> Safety stand down<br>Navy takes a hard look          | <b>40</b> MSC and USN<br>Lifestyle aboard <i>Kawishiwi</i> |

**2** News You Can Use **/38** Spotlight on Excellence  
**43** Bearings **/46** News Bights **/47** Mail Buoy, Reunions

**Front cover:** Gas Turbine Systems (E) 2nd Class Don Hainline uses a chip detector to find metal chips in the propeller hub assembly of an LCAC — Landing Craft, Air Cushion — located in the well deck of USS *Whidbey Island* (LSD 41). The LCAC has changed the face of amphibious warfare in the Mediterranean. See story, Page 24. Photo by JO1 Kip Burke.

**Back cover:** Planes from squadrons assigned to USS *Abraham Lincoln* (CVN 72) fly over the newly commissioned 1,000 foot, 24-story *Nimitz*-class aircraft carrier. The ship took five years to build at the Newport News shipyard. See story, Page 20. Photo by PH2 David Cummings.



# News You Can Use

## *PCS information*

### **Personnel on PCS orders may be entitled to proceed time**

Personnel making permanent change of station moves to and from overseas accompanied tours are entitled to "proceed time."

Proceed time is not chargeable as leave, delay or allowed travel time, and is granted so sailors can make personal arrangements necessitated by certain PCS orders. The amount of proceed time permitted depends on the urgency of the transfer, but can not be more than four days.

Proceed time is also authorized when service members are making permanent change of station moves to or from ships or mobile units having a sea/shore rotation code of 2 or 4, or from an "all others" tour, when transferring from one overseas location to another.

Commanding officers of ships changing home

ports may authorize proceed time only in conjunction with the movement of household goods or the movement of the service member's private vehicle.

Service members who have processed permanent change of station orders on or after Oct. 24, 1989, and have been denied or have not used the proceed time authorized by their transferring command, cannot be issued proceed time by the receiving command. They may, however, request temporary additional duty from the new command for house hunting.

For more information see NavOp 131/89, or contact LCDR B.C. Lane (OP-134D2) in Washington, D.C., at Autovon 224-5633 or commercial (202) 694-5633. □

## *Personnel issues*

### **Overseas family residency program offers incentives for sailors**

Sailors who are, or will be, assigned to overseas duty can soon take advantage of new benefits. Upon completing two years of overseas duty in the Overseas Family Residency Program, enlisted sailors will receive guaranteed follow-on assignments in their choice of home port, with the exception of CONUS locations; or any type unit or training on the nearest coast if a valid billet exists and they qualify. OFRP assignments include overseas homeported ships and squadrons on Type 4 duty, excluding Hawaii.

Sailors who complete three years of OFRP duty can request either CONUS or OCONUS locations.

Members assigned from overseas duty to CONUS-based ships to complete their prescribed sea tours will be ordered for a period of one year (previously two years) or the time necessary to complete their sea tour, whichever is longer.

Personnel assigned to OFRP duty will receive one final multiple score point as credit in the awards section toward advancement to E-4, E-5 and E-6. In addition, E-7, E-8 and E-9 selection boards will receive formal guidance stressing the importance of overseas sea and shore duty.

For more information see NavOp 130/89 or ask your detailee. □



# Health

## Insurance plan available for separating sailors

Civilian medical plans offer a bewildering variety of options. The Navy has announced a voluntary private health insurance conversion program for separating personnel and their families. The plan, called Uniformed Services Voluntary Health Insurance Plan, is offered in conjunction with Mutual of Omaha (at present the only participating company).

Eligible individuals are covered even for pre-existing conditions at a rate lower than those of similar private insurance policies.

Others eligible for U.S.V.I.P., include divorced spouses, dependents with temporary military coverage and family members covered by CHAMPUS. Plans may be purchased within 30 days before separation, or 30 days thereafter.

Commanding officers, Family Service Centers,

personnel support detachments, chaplains, naval hospitals and Navy legal service officers have been directed to publicize the health care program. Brochures and applications are available through these sources. Full details of the plan are available in NavMilPersCom Instruction 1760.1B.

The Navy neither endorses, nor recommends the plan, and all contractual arrangements are between the individual and the company.

The application package, rate sheets (SN 0506-LP-390-0162) and the separating command's information sheets (SN-0506-LP-321-8100), are available through the Navy supply system. Requisitioning procedures are in NavSup P-2002: the Navy stock list of publications and forms should be used. □

## Navy Library needs donations

The Navy Department Library collections were damaged extensively when a water pipe burst in the building last October. The cruise book and foreign navies sections suffered the greatest damage.

The library needs donations of cruise books from all past years for ships whose names begin with the letters "C" through "F".

Send donations to: Navy Department Library, Building 44, Washington Navy Yard, Washington, D.C. 20374-0571. □

# Financial

## Money management on videotape

Many sailors may not know how to manage their money, especially when high interest rates, rising food costs and unexpected bills tend to swallow up their take-home pay.

To avoid possible bankruptcy the Navy has distributed two Department of Defense videotapes worldwide to assist sailors in better managing their money. The tapes, "Budgets and Checking Accounts" and "Credit Buying," are available at 900 major commands, shore stations, selected ships, naval education and support centers and Family Service Centers.

The tapes are part of a long-range, comprehensive personal financial management program developed by Naval Military Personnel Command. For more information call NMPC-6, at Autovon 224-1531 or commercial (202) 694-1531. □

# Navy helps in quake aftermath

---

## *Sailors lend a hand*

---

Story by Jan Kemp Brandon

On Oct. 16, 1989, USS *Lang* (FF 1060) returned from participation in *Pacific Exercise '89* to her home port, Treasure Island, San Francisco. The following day, *Lang's* off-duty sailors, along with most other San Francisco residents, were preparing to watch the 3rd game of the World Series when, at 5:04 p.m., "the ship began rolling and pitching. Vehicles were bouncing up and down on the pier, completely leaving the pavement," said Chief Mess Management Specialist Rusty Vancil.

A major earthquake, lasting only 15 seconds and measuring 7.1 on the Richter scale, struck the San Francisco Bay area causing 67 deaths and destruction totaling in the billions of dollars. This was the largest quake to strike the Northern California area, making it the most expensive natural disaster in history since the "big one" of 1906, which measured 8.3 on the Richter scale.

"We could really feel the quake on the ship," said Vancil, who was officer of the deck aboard *Lang* at the time of the quake. "The ship lost shore power and the ship's service diesel generator kicked in automatically to restore power."

At Naval Air Station Alameda, Air Traffic Controller 2nd Class Dave Henderson and AC3 Kevin Campton were the only two people in the air traffic control tower at the time the quake hit.

"At first, it was just a little tremor, Campton and I were laughing about it — then, it got pretty extreme and I knew it was a big earthquake," said Henderson.

"The tower was really shaking. At first, I didn't know what was going on," said Campton.

According to Henderson, he could see the devastation from the quake as it happened right in front of him.

"A coffee pot and a few other things

were being thrown around the room," he said. "I was worried the windows would break in the tower."

"When it stopped, the first thing we did was make sure everyone was OK and accounted for," continued Henderson. "I was talking to a civilian helo when the tower began to shake. I knew what had happened and informed the pilot. Within minutes he told me that part of the Bay Bridge had collapsed."

According to Henderson, the air traffic control officer was on scene within 15 minutes to assess the damage to the air station's runways — it was severe.

"You could see the water shooting up out of the cracks," said Henderson. He explained that Alameda is built on landfill; after the earthquake, the runways had wells and cracks that were hundreds of feet long and several feet deep.

Meanwhile, USS *Lang* was making







preparations to get underway to provide assistance to the city of San Francisco's Pacific Gas and Electric, according to CDR Jimmy L. Mitchell, *Lang's* XO.

Eighteen months ago, to the day, *Lang* had participated in earthquake assistance drills demonstrating the Navy's capability to provide electrical power and water for firefighting support to the city. *Lang* proved she could provide services that Bay area residents never expected they would need so soon.

Because the quake hit after work hours, only a small number of crewmen were aboard. While some made the ship ready, others tried to call people back to duty.

"We were able to muster a total of 69 people including the duty section, live-aboards, personnel from the island who we could contact by phone, and six sailors from USS *Gray* [FF 1054], including *Gray's* com-

manding officer. *Lang's* commanding officer was on leave on the East Coast," said LT James E. Wilkie, *Lang's* command duty officer at the time of the quake.

Just prior to getting underway, a handful of *Lang's* crew, including LT R.D. O'Brien, the chief engineer, was able to catch a boat ride from NAS Alameda to Treasure Island. A section of the Oakland Bay Bridge, leading to Oakland, had collapsed. The span connecting Treasure Island to San Francisco was closed as a precautionary measure against possible collapse, thus making Treasure Island completely isolated.

Within eight hours of the quake, *Lang* was underway and proceeding underneath the damaged Oakland Bay Bridge and across San Francisco's harbor to Pier 70 to assist PG&E in restarting its Hunter's Point electrical generating substation. The Hunter Point plant, which lost its feedwater

**The Interstate 880 overpass collapsed with a thundering rush, crushing a major one-and-a-half-mile road linking communities along the Oakland side of San Francisco Bay.**

control in its steam generation boilers when the quake hit, provides San Francisco with about 20 percent of its electrical power.

PG&E personnel met *Lang* at Pier 70 and assisted in docking the ship and connecting a 150 PSI steam hose to a riser on the pier. Steam generated by *Lang* would be used to raise the temperature of the electric generating substation's boiler feedwater system.

PG&E needed to raise the boiler feedwater to at least 250 degrees Fahrenheit before it reached the plant's boiler tubes. Otherwise, if cold water came into contact with heated metal inside the steam plant boiler, an explosion could occur.

According to PG&E officials,



# Quake relief

**Quake recovery efforts continued for days, though it took only 15 seconds to create the rubble.**

*Lang's* assistance enabled the substation to return to full electrical production much earlier than would have been possible without the Navy's help.

"If we'd had to bring in an auxiliary boiler to heat the feedwater," said one PG&E worker, "it would have taken another five to seven days to get the plant up. *Lang's* assistance benefited more than 200,000 people in the city."

Elsewhere, rescue efforts by Navy personnel were already underway. At the double-decker Cypress portion of Oakland's I-880 that collapsed onto the lower section, Navy medical personnel were hard at work.

Within minutes after the tremor stopped, two young Navy corpsmen from Naval Hospital Oakland were among the first people to respond at the scene of the damaged mile-and-a-half of freeway.

Hospitalman William Wicker and HN Anthony Beltran were returning from Travis Air Force Base on a routine patient transfer when the quake struck.

"It was overwhelming because there was so much to do and so few people to do it," said Wicker, who worked into the next morning treating and transporting victims to Bay area hospitals.

Beltran separated from Wicker early in the rescue and remained at the



scene covering the entire one-and-one-half mile stretch of damaged freeway, administering first aid to victims into the early morning hours, according to LCDR Alison Mueller, division officer of NHO's command education department, life support division. (See "Spotlight on Excellence," Page 38.)

Although telephone communications were almost nonexistent and transportation difficult, RADM David M. Lichtman, the hospital's commanding officer, issued a total recall of its personnel.

"About 70 percent of the staff responded, many of them on their own," said CDR Gary Schick, the hospital's director for administration. "Given the communications difficulties and taking into account that it was the rush hour, the response was excellent."

Schick, who is in charge of the hospital's disaster preparedness program at NHO, had good reason to be proud of his personnel.

Only six months prior, NHO conducted a mass casualty exercise dur-

ing Earthquake Awareness Week. "With a drill, you have 100 percent of your assets on board," explained Schick. "But with the real thing, you have no planning, no advance notice. Yet, everything went very smoothly and we were able to provide assistance quickly."

Mueller took her disaster assistance team of Navy personnel from the hospital, along with Navy medical photographers, out to the collapsed I-880 Cypress site to assist the rescue efforts. "I knew they were going to have a lot of dead people out there," said Mueller. "Things were going pretty slowly with the rescue efforts, pulling the victims out."

Mueller presented a plan of action to the county's coroners for extricating the victims from the site and identifying them, which they readily accepted.

"At first, the civilian powers-that-be weren't sure what to do with us," she said. "But when they saw what we could do, we were received with open arms, especially by the sheriffs — they had never seen injured bodies





Photo by PH1 Dale L. Anderson



Photo by HM1 Philip Goodrich

like that.

"One California Highway Patrolman was just standing there shaking his head and saying that he had seen some bad auto accidents, but never anything as bad as this," Mueller added.

Mueller, who has worked in emergency medicine for the last 22 years, directed the Navy's medical rescue efforts at the Cypress site and worked closely with other rescue personnel. Her experience was gained by running an emergency room, training emergency medical technicians, working in a surgical intensive care unit as an operating room nurse, treating the wounded in Vietnam and as the officer in charge of combat medical training for Marine Corps Medical Battalion 3, in Okinawa.

The NHO medical photographers and EMTs provided 24-hour assistance, on a rotating basis, to the county's coroners and highway patrol helping with extrication and identification of the victims for the families. "We didn't know how stable the structure was, and we wanted to



Photo by PH1 Dale L. Anderson

**Above: CDR Mueller directs efforts to pull victims from the rubble in the Bay area after the earthquake. Left: Seabees repair broken waterlines at Naval Station Treasure Island.**

get out as many bodies as quickly as possible," said Mueller.

Workers were under constant threat of injury and even death as they raced to extricate and identify the people. What remained of the freeway could collapse at any time if an aftershock occurred, or give way under the weight of the heavy equipment that was brought onto the freeway to dig escape holes.

After the shaking subsided and the initial state of shock brought under control, Coast Guard and Air Force helos stood by, at the Bay Bridge, to rush any survivors to hospitals. The air controllers at NAS Alameda limited other air traffic at the Bay Bridge and I-880 span, maintaining a 2,000-yard airspace restriction put into effect to keep non-rescue aircraft out of the area. Officials felt that close-flying aircraft could cause vibrations that would possibly collapse the remaining structure.

"The Coast Guard had to have the area restricted," said AC3 John Stuart, who was called to the control tower after the earthquake hit. "We had so many helos flying into the airspace to see what was going on. We talked to and advised more than 300 aircraft. We also took a large number of phone calls."



# Quake relief

**USS *Peleliu*'s hangar bay became a temporary home for approximately 300 people left without shelter after the quake.**

The NAS control tower team was utilized to control air traffic and keep in constant contact with the rescue helos. Although electric power was out at NAS and most of the Bay area, the control tower's emergency generator maintained the tower's electricity and phone circuits.

"The control tower was operating 72 hours straight," said Stuart. "There were a great many things happening, and we had to quickly respond to them. I guess we were all in a state of shock, but our people were able to do a good job and everything went smoothly."

"Our people did an outstanding job," said LT Thomas Kuhn, ATC officer at the control tower. "They were able to keep calm and were very professional throughout the entire ordeal."

It wasn't only the ACs, medical personnel and *Lang* crewmen who assisted during the earthquake rescue and recovery efforts. Many Navy people helped in many capacities throughout the Bay area.

For example, Mobile Inshore Undersea Warfare Unit 104 in San José, Calif., provided assistance to the people left homeless from the quake. The unit, in coordination with the



San José Office of Emergency Services, was sent to the Redwood Estates area of the Santa Cruz Mountains, the approximate epicenter of the earthquake. Unit personnel provided 30-man and 20-man tents, fresh water and generation of electricity.

Helicopter carrier USS *Peleliu* (LHA 5) became a floating home for more than 300 San Francisco residents left homeless from the quake. *Peleliu*, enroute from the Pacific Northwest to her home port in San Diego when the quake hit, pulled into San Francisco Bay on Oct. 19 to offer relief assistance along with two other Navy ships, USS *Fort Fisher* (LSD 40) and USS *Schenectady* (LST 1185).

The homeless, sheltered for nearly a week aboard USS *Peleliu*, went ashore Oct. 26, to a new home prepared by Seabees when *Peleliu* set sail.

The Seabees assigned to Construction Battalion Unit 416, Alameda, along with sailors from USS *Samuel Gompers* (AD 37) hurriedly readied a four-story vacant office building donated by the owner for use as a Red

Cross emergency shelter. The Seabees fixed plumbing, light fixtures and modified electrical outlets to power cook stoves, patched walls, built doors and assembled sleeping cots to accommodate *Peleliu*'s former guests.

According to Russ Scofield, Red Cross shelter manager, the work done by the sailors made a big difference. "It would have been even more chaotic and behind schedule had the Navy not pitched in," he said.

Personnel from Navy Helicopter Mine Countermeasures Squadron 15, assigned to NAS Alameda, transported food, water, clothes and diapers to more than 200 people in Hollister and Watsonville, who were left without supplies and shelter.

Seabees from Naval Mobile Construction Battalion 3, Port Hueneme, Calif., reported from Fort Hunter, Liggett, Calif., where they were attending to their annual military training.

On Wednesday morning, Seabees reported to Public Works Center Oakland, NAS Alameda, Treasure Island and Naval Supply Center Oakland, to fix ruptured pipes that





Photo by JO1 Joseph F. Lancaster



Photo by PH1 Dale L. Anderson



Photo by PH2 Dorothy Patton

**Above: A Seabee directs clean-up of quake debris at Public Works San Francisco. Left: personnel from HM 15 unload needed supplies for earthquake victims.**

caused the bases to be without water, power, gas and sewer services. At Treasure Island, 800 family units were affected by loss of services and 1,100 at Alameda.

NMCB 3 joined CBU 406 from Lemoore, Calif., and Alameda's CBU 416, joined CBU 421 from Mare

Island along with Treasure Island's RNMCB 2 and Public Works Center crews from San Diego, Alameda, Oakland and Treasure Island.

"We were all working as a team over here," said Linda Martin, maintenance supervisor for Alameda's PWC, of the many units. "The Sea-

bees were absolutely excellent."

"Their responsiveness was phenomenal," added CAPT Thomas C. Crane, CO of Navy Public Works Center, San Francisco Bay. "They brought all the right equipment and right people. They were on the job quickly and stayed on it. They carried us through the crisis."

LT Steven L. O'Connor, an HM 15 pilot, summed up the Navy's attitude and experience in San Francisco: "It's a great reward to be able to help those in need." □

*Brandon is a writer assigned to All Hands. Contributors to this story: JO2 Bill Miles, PAO Naval Base San Francisco; PH1 Dan Durrant, Naval Mobile Construction Battalion 3; JOC Jo Ann Garlington, Naval Reserve Base San Francisco 120; JO1 Keith McCartney, Naval Reserve Readiness Command; NC1 Jim Nicholson, assigned to USS Lang (FF 1060).*



# On target

## *Gunner's mate training aims to develop flexibility, professionalism.*

Story and photos by JO1 Marc Boyd

As the sun brightens the early morning sky, a U.S. Navy frigate cuts through the deep, calm waters of the Mediterranean.

Aboard the frigate, men working around the clock perform maintenance and operational checks to ensure the ship can meet its objective of maintaining freedom of the seas.

A blaring siren pierces the quiet, morning air. Generators and hydraulic pumps come screaming to life as a missile slides up the rail.

But as the missile prepares to track its target, a light on the launcher control console indicates a problem. To find it, the gunner's mates who maintain and operate the system recall their training at the Naval Gunnery School, Naval Training Center, Great Lakes, Ill.

There, in a huge green building constructed with 9,048 panes of translucent glass for natural heating and cooling of the facility, students learn the basics of highly technical weapons systems installed on board Navy warships.

Proper operation and maintenance of these weapons systems is the goal of the gunner's mate rating. The Naval Gunnery School supports that goal by teaching electronics, mechanics, hydraulics, pneumatics and other concepts to more than 1,500 "A" school students a year. In addition, more than 800 students a year attend

"C" school to learn skills needed to repair and operate specific gun and missile systems on Navy ships.

ENS John F. Lyman, the school's director, says training has to remain flexible to keep up with the rapidly changing gunner's mate rating.

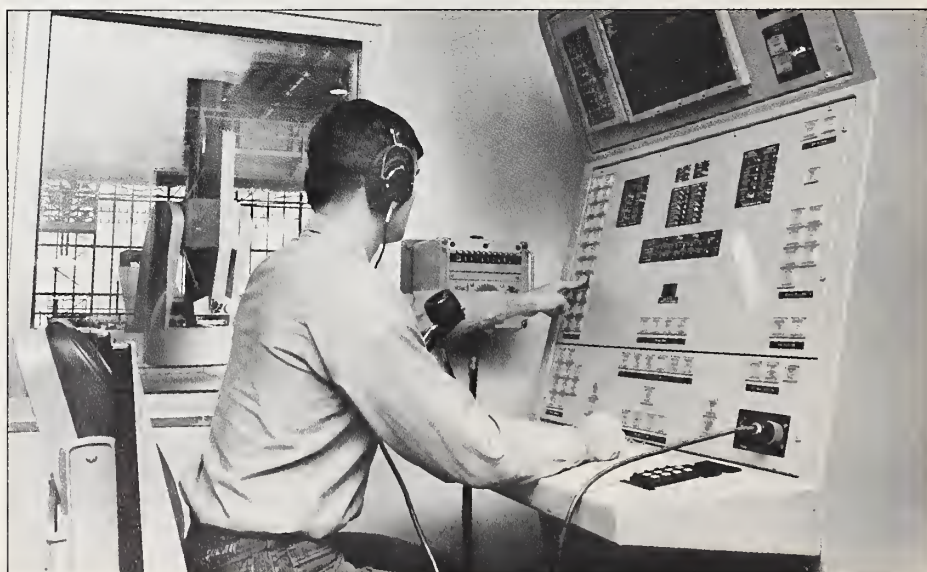
"There are many different types of weapons systems and a lot of different billets a gunner's mate can fill," Lyman said. "He may go to a highly technical missile system, or he may go to an ammunition ship, where his emphasis will be on maintaining magazine sprinkler systems, doing the ammunition inventory or driving forklift trucks to bring ammunition up for an at-sea transfer.

"That's different from the fellow who goes to an aircraft carrier and works in the ship's armory," he continued. "His principle job is maintaining the small arms that are used on

the ship's security watches. All these different training needs have to be met by the training here at 'A' school," Lyman said. "When they get to 'C' school, they will actually look at, work on, repair, operate and maintain a system using the concepts learned in 'A' school. So the theory becomes reality."

And when you step inside one of the weapons systems at the gunnery school, you feel like you're stepping aboard a ship. The school is designed to recreate a shipboard scene.

"Now that we have test stands and launchers, students can actually see the machinery move," says GMM1 Dan J. Thompson, Mark 13 Module 4 instructor, speaking of his equipment which was updated in March 1988. "Before, all we had were learning modules, which were just computers — nothing moved."



GMMSA Marc J. Solar loads a test missile on the Mark 13 Module 4 missile launcher using the launch control console.



With the weapons systems installed in the gunnery school, students can now get a feel for the hazards they will face aboard ship.

"They are actually physically touching real weapons systems and realizing what the safety problems could be . . . like not going into a danger circle," Thompson said. "No matter how many times you tell them or show them a movie about what could happen, it's not until they're actually there, and have the headsets on, that they realize what they have to do in a working environment."

Realizing what safety hazards exist and how to properly deal with them

is an important goal of the gunnery school.

"We teach safety from the very beginning," Lyman said. "We remind our students that a ship is in an industrial environment. Safety is even more important to gunner's mates because people who work in factories get to go home at night," he said. "Sailors aboard ships work in the factory and sleep there, too. That means the opportunity for accidents is greater."

The school does more than teach safety awareness, however — it teaches confidence.

GM "A" school student GMM2 James Townes said, "We have to be

confident in the systems on our ships. We always have to be able to say, 'I'm up. I'm ready to fire.'

"In 'A' school, the instructors give us an overall picture of all the systems GMs work with in the fleet," Townes continued. "They tell us, 'This is *your* gun mount. This is *your* equipment. *You're* the one who is going to operate and maintain it.' They tell us it's not anyone's else's equipment, it's *ours*. And when it works, you feel good about it."

Townes described both the sense of personal responsibility and confidence that gunner's mates have.

"We're not going to accept second best. We want to be first," he said. "The school tries to instill that confidence. I always say, 'If your house is clean, then you don't have anything to worry about.' Whenever you walk into a GMM missile house or a GMG's gun, you know it's going to work. We have to have the sense of responsibility."

Townes said that gunner's mates are closely scrutinized, and the crew of a Navy ship depends on them. "Everybody else on the ship will help you get out there," he said, "but it's up to the gunner's mate to make sure his equipment is going to work once he gets out there."

As the frigate sails on, against the backdrop of the Mediterranean sunset, confidence is high. The confidence — both in the ship's weapons systems and the sailors who operate them — begins with the professional training gunner's mates get at the Naval Gunnery School. □

*Boyd is assigned to SITE at DINFOS, Fort Benjamin Harrison, Ind.*



**GMM1 James G. Shepard checks safety messages via sound-powered phone.**



# Home port:

---

# New York

---

*Staten Island base readies for the fleet.*

---

Story by JO1 Dean R. Kaupe

George Washington slept here and Robert E. Lee helped plan many of the buildings on base.

But by the time those relative newcomers came to Staten Island, the installation that would one day house a Navy battle group had already celebrated its centennial year.

On a quiet, tree-covered point of land at the mouth of New York Harbor, the nation's oldest continuously manned military installation is being transformed into the Navy's newest home port.

Naval Station New York is quickly becoming a living juxtaposition: modern buildings being erected alongside 19th century forts. This Navy base known to generations of New Yorkers as an Army post, in a borough of the nation's most populous city, has more in common with the suburbs.

"The first time I saw this place I was very pleasantly surprised," said CAPT Charles H. Gnerlich, Naval Station commanding officer. "It wasn't what I was expecting at all. When you think of New York City you imagine skyscrapers, a fast-paced lifestyle, neon lights and noise. But when I came to Staten Island I found



the kind of town you don't picture being part of the city. We have trees, grass, squirrels, blue sky, beautiful views . . . there's a lot of wide open country here."

"The quality of life here is superb," said CDR Tony Heinrichs, resident officer in charge of construction at the home port. "There are plenty of

outdoor activities you wouldn't expect in a large city. It's close enough to the other boroughs, so you can enjoy everything the city has to offer. But it's also distanced enough from the boroughs to give you the feeling you're getting away from it all."

But while it's in a serene, scenic area, the Navy's newest home port is





**The old and the new: The \$22.5 million utilities plant now under construction (left) will exist on the same base as the 19th century fort (below).**



also the spearhead of the strategic homeporting effort. As part of that effort, the goal for the New York home port is to have government housing available for every Navy family stationed in the area, as well as barracks for every unaccompanied sailor assigned to the base.

on-base facilities began at a site, one-and-a-half miles south of the pier, in early 1988 with groundbreaking on the first phase of a combined BEQ/galley. The multi-phased project — that will resemble a college quad-rangle when completed — will continue over several years. Like a college quad, it will be centrally located, offering easy access to other facilities.

"The gym, exchange, commissary and theater are just across the street," said Gnerlich. "The main gate is two blocks away, and it's less than a five minute walk to most offices on base. Unaccompanied sailors are going to find life in the BEQ to be pretty convenient."

So will sailors who bring their families. Because the cost of off-base housing in New York City is extremely high, the Naval Station plans to have enough housing to accommodate every family assigned to the home port. More than 400 two- and three-bedroom housing units have been built on base, and construction will begin on 150 more in 1991.

But, most ambitious of all is a plan to build approximately 1,250 government-leased housing units near the base. The plan calls for the units to be built at two separate sites — each less than 15 minutes from Fort Wadsworth — as Section 801 housing projects. The largest of the two will put more than 1,000 two-, three- and four-bedroom townhouse units on southwestern Staten Island. When completed in early 1991, it will be the largest housing complex of its kind in New York City. Another Section 801 project will see 250 two- and three-bedroom garden apartments in the St. George district — Staten Island's downtown.

"We know New York's expensive

— it costs more to live here than most Navy families can afford," Gnerlich said. "It would be like throwing our sailors to the wolves, so to speak, to make them depend on the local economy for their housing. When we have all our units in place we'll be able to provide housing to every Navy family coming here. You can't say that about most overseas bases, let alone a stateside one."

More and more sailors will find out what life at this new stateside base is like thanks to the homeporting initiative brought on by the fleet buildup of the late 1970s. As the number of ships in the Navy increased, the capacity of existing home ports to support the influx of personnel and needed services was pushed to their physical limits. This expansion made it necessary to base these ships in a sensible, affordable way.

The concept of strategic homeporting was adopted as a means of lowering the vulnerability of the fleet and vital shipping ports — the possibility of a potentially crippling Pearl Harbor-type attack are greatly reduced.

The Navy chose the new home ports through a competitive process—cities bid against one another for selection. New York City was picked over Boston and Newport, R.I., to host the proposed battle group. The process may have resembled expansion of a sports league, but by shopping around for the best deal, the Navy was able to get the best ports available at the lowest possible cost.

Gnerlich, former CO of USS *Coontz* (DDG 40), said the Staten Island home port makes sense — any way you look at it.

"Operationally, it's ideal," he said. "As a surface warfare officer, I love the fact that the pier's a mile and a





The naval station pierside facilities will be capable of supporting a battleship battle group. The original idea is pictured here in an artist's conception.

half from open ocean. But as CO of this base, I can appreciate the fact that this will be a good place for sailors and their families to be stationed. The surrounding community has nice shopping centers, good schools and a high standard of living for its people.

"Best of all, we're getting the opportunity to build up a naval station from the ground up. Most other bases have had to build new facilities as the need arises — and put them wherever they'll fit. We have the luxury of planning and organizing this base with operations, convenience and future needs in mind. I think we all feel the excitement of starting something new and trying to do it right the first time."

The job of building the home port in New York City is time consuming and detailed. Construction of the home port began in late 1987. By the time it's completed in 1992, roughly \$368 million in public, private and nonappropriated funds will be spent to build a fully-contained city within a city.

When work is finished, the home port will include three major locations on Staten Island and one in an upper-middle-class residential section

of Brooklyn called Bay Ridge. While physically separate, a motorist could easily drive through all four sites within a half hour.

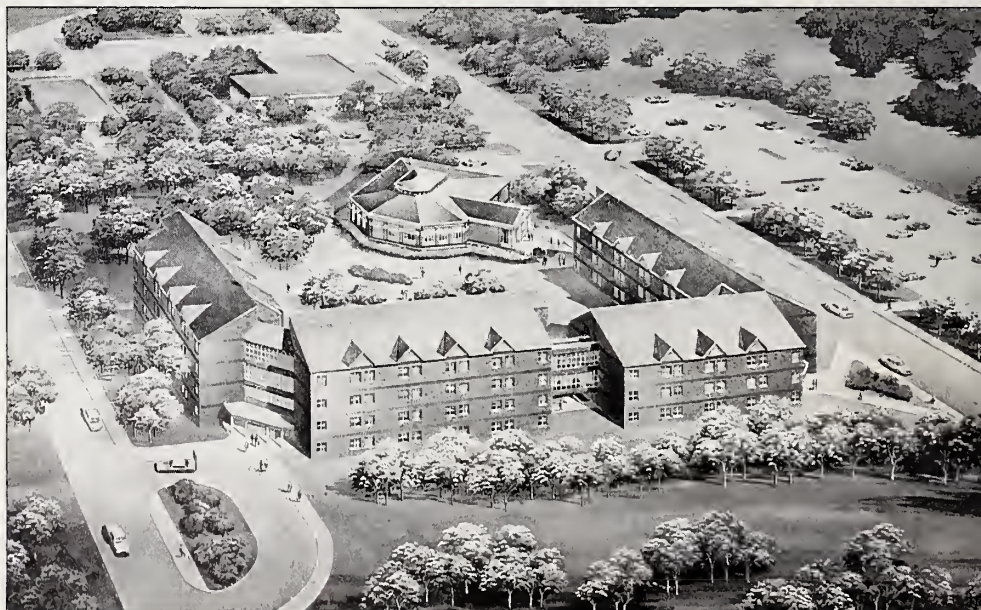
In the Stapleton section of Staten Island — on the borough's eastern waterfront — construction of the major operations facilities for the battle group are either under way or about to begin. Stapleton, a former break-bulk shipping port with about 12 piers, was used as an embarkation point for transatlantic convoys during World War II. When the Navy bought the site from the city in 1987, it needed major repairs; existing buildings and piers were removed before construction could begin.

The keystone of the site — the

1,410-foot pier — is capable of berthing an entire battle group. The \$90 million project, that included pier construction, dredging 110 acres of the harbor's floor and construction of a 1,500-foot bulkhead, was dedicated during ceremonies May 3, 1989.

The main building at Stapleton is the Shore Intermediate Maintenance Activity. The \$33.5 million structure will be used to provide upkeep on the battle group between shipyard overhauls. The main building is complete, and construction on the second phase — which will add a mezzanine level and two building wings — has begun. The activity building will be completed in early 1990.

Other projects underway are a \$22.5 million utilities plant that will provide steam, hot water and electricity, and a \$750,000 telecommunications center. Soon to start are a waterfront operations building and a supply warehouse.



Artist's drawing of what the bachelor enlisted quarters and dining facility will look like when they are completed.



A plan for a combination Navy Exchange and recreation center for fleet sailors was recently shelved when a plan to use both federal and nonappropriated funds for its construction fell through.

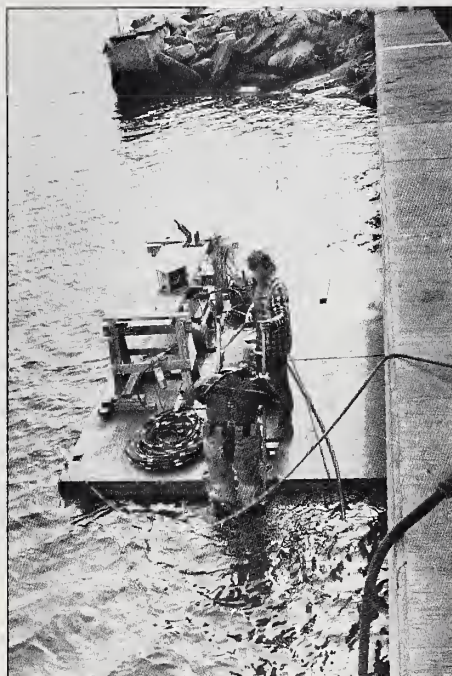
"It's a shame it didn't work out the first time, because we wanted to have a fleet recreation facility on line about the same time the first ships arrived," Gnerlich said. "But just because we couldn't get two separate funding sources together the first time around doesn't mean the dream is over. It's coming around again for contract, so it should be finished around the end of the construction phase."

Most construction at the site will be completed in 1990, site improvement projects will continue well into 1991. Offers to buy 14 adjacent acres of property from private land owners were sent out last spring. Once acquired, the purchase would allow Navy planners the ability to expand facilities around the pier, if necessary.

While work at the Stapleton site will bring a rebirth of shipping to Staten Island's waterfront, the former Fort Wadsworth — one and a half miles south of the pier — is undergoing a total transformation.

Fort Wadsworth has been in constant use by military personnel since 1663. Located on hilly ground at the southern choke point to New York Harbor, the fort's natural attributes made it strategically important for coastal defense. Local natives, Dutch, British and, in turn, Americans have fought to hold on to this vital piece of real estate.

George Washington's troops used the fort to scout the approaching British fleet at the start of the Revolutionary War. And while New York City remained in British hands throughout the war, the last gun shot fired in the conflict was fired by a retreating British ship toward a group of civilians celebrating on the shore.



Divers prepare to work below the pier.

Construction at Wadsworth is more detailed and complicated than at Stapleton. While the pier site is being built from the ground up strictly for operations, Wadsworth has to meet habitability, support and historic needs.

"We can't just knock everything down and start from scratch, like we did at Stapleton," Gnerlich said. "Most of the fort is more than 150 years old, and some of the existing buildings are still occupied. The fort is a historic landmark — we couldn't disturb them if we wanted to. The existing buildings — if they can meet a useful, long-term need — will remain. Everything else will either be rehabilitated or removed."

Work on many quality-of-life features is under way. Designs have been completed on expansion of the existing gym and Navy Exchange. Construction on the two projects is expected to be completed by August 1991. Construction of a 50-unit Navy Lodge began in 1988 and will be finished in mid-1990.

"We'll have a fully self-contained community on the base, but we aren't building an island meant to isolate ourselves from the city," Gnerlich said. "The idea is to take care of our sailors' basic needs, but this is the city people sing about — people are going to be pretty spoiled by the end of their tours."

"New York City was picked because it meets strategic and operational needs," Gnerlich said. "But sailors who get stationed here are going to find the benefits of duty on a nice base in one of the most exciting cities in the world." □

The fort has remained in American hands ever since. The new nation immediately set about beefing up fortifications at the post. By the time the War of 1812 broke out, the mere sight of the defenses convinced the British fleet to scrap their plans to invade New York City.

Fort Wadsworth played a role in six major wars and several minor ones. It even served briefly as a training school for U.S. Army chaplains. But when the high-tech era of modern weaponry made this hilltop stone fort antiquated, the post fell into disuse.

Until 1984, the same attributes which made it highly-prized for early Americans made it desirable for modern defenses, but for different reasons. Denial of access to New York Harbor became overridden by the need for quicker access to Northern Atlantic shipping lanes. Again, Fort Wadsworth fit the bill perfectly.

The 226-acre property was officially transferred to the Navy by the U.S. Army in October 1987 — after almost 330 years of operation by Dutch, British and American soldiers, the Navy came to usher the base into the 21st century.

*Kaupe is assigned to PAO, Naval Station New York.*

# Help for homeless teens

---

*Navy man's love for kids takes him to streets.*

---

Story and photos by JO2 John Joseph

Homelessness isn't something sailors have to worry about: the Navy guarantees a place to live. But for some people, being homeless means a daily struggle for survival.

Most homeless are adults — but many are runaway teen-agers. They may be runaways because of sexual abuse by family members, drug or alcohol dependency, family conflicts and communication problems, or even abandonment. But for whatever reason, these young people are living in the streets.

In San Diego, it's estimated that more than 1,000 kids live in the streets. Homeless and jobless, they do what's necessary to survive: join gangs, turn to street crime, become hustlers, con-artists or prostitutes.

But because of the work of a few caring individuals, these kids are not forgotten.

LCDR Rick Koca is one individual who just plain cares about kids. The staff secretary for Submarine Development Group 1 and executive officer



**LCDR Rick Koca**

of enlisted personnel, Koca works as an outreach volunteer at the "Storefront," a shelter for homeless teens.

"The Storefront is a program set up for kids living in the streets," said Koca. "I guess if you watch the TV talk shows, you'll probably hear that

a million kids are thrown away to the streets each year. Some leave home, others have been kicked out.

"That's why I'm involved," he continued. "For the most part, kids that want shelter come here if they know about it. Some in the downtown area don't know about us, so we go out to the bus station, the train station and walk the streets to try to support the street kids."

Koca spends countless hours walking the streets of San Diego, looking for kids. He helps them get off the streets and into the Storefront program, which is sponsored by the San Diego Youth Community Services and funded by California's office of criminal justice planning. The Storefront offers food, shelter, clothing, counseling and medical assistance. It often helps kids get proper identification cards, copies of birth certificates and social security cards.

The shelter only has room for about 20 people — although they've squeezed in 37 in cold-weather emer-

Photo by TMO/ISS Gas Ruiz





**Koca tries to convince a homeless teen to get into the homeless shelter program.**

gencies — but where are all the other homeless kids?

"They do a number of things," Koca said, shaking his head sadly. "Teen-agers hustle men in Balboa Park for money — they call it 'survival sex.' Downtown, the drug dealers use kids to run drugs and money. Then there's the porno shops. I know kids who make about \$150 a night making porno films. Those are the facts of life — that's the reality — that's what kids are getting into. I just want to be there for them and let them know that I care."

Koca and the other staff members give youths in the shelter specific duties to teach them responsibility. The kids are supervised, so they get attention many haven't had in the past. Professional counselors teach them how to fill out job applications and help arrange part-time employment — anything to help the kids keep off the streets.

According to Koca, being an outreach volunteer isn't easy. To begin with, the training is intense.

"The training makes you aware of what you're going to see out in the streets," he explained. "People come in and talk about Alcoholics Anonymous, and runaways teach us how to talk to youth living in the streets. Kids from the shelter do skits about

what it's like out there — it's not a picnic."

Working with homeless street kids can be uncomfortable, and potentially dangerous.

"You have to figure at least a couple of times a week you're going to get your butt chewed out by somebody," Koca said. "You hear things like, 'Who the hell do you think you are? How do you know I need some help?' Those are real things that happen to us. I've never been hurt, but I've felt threatened a couple of times."

The outreach volunteers are major contributors to the efforts of the Storefront's professional counselors, according to Kim Alaburda, the program coordinator. Koca has been a valuable asset to the program, she said.

"It's really important to have him around," said Alaburda. "He's completely connected to the kids. He sees all the needs for the outreach program."

"Rick lets the kids know what they've got to do to make a difference for themselves," she continued. Alaburda commended his strong commitment to understanding the problems of homeless teen-agers. "He's a father figure — he gets stern with them, and not everyone can do that."

"We started in the program together,"

said Bruce Reaves, a Storefront counselor. "He's had the desire and heart to put in a lot of time and effort with the kids. It's tremendous."

Caring and commitment to kids motivates Koca to be a Storefront volunteer. "I guess I treat them like they are my own kids," he said. "They deserve to have someone there for them."

"I think we *do* make a difference," he continued. "I have three teen-age children of my own. They didn't get wrapped up in alcohol or drugs, or run away, so I've been very fortunate. I guess I've just cared about children all my life."

Koca's involvement with kids for the past 20 years has included work with orphanages, Girl Scouts and Boy Scouts. "I'm just concerned about children," he said. "I care. So with the work at the Storefront, if I can just be there for one kid, I know I've made a difference. That's a wonderful feeling. You don't know how good you feel inside until someone says, 'Thanks for caring, thanks for being there for me.'"

"We've always been supportive of him," said Koca's wife Sandy. "This program is something he believes in. He believes if you help kids, they have a better chance to have fewer problems as adults. He actually walks the streets, says hello to the kids, checks to see how they're doing, what's happened today. He really enjoys communicating with the kids."

Koca has also gotten some of the local businesses to help. They allow the kids to use their facilities for refreshments, phone services and inform the Storefront staff members



**Koca often walks San Diego streets in hope of giving runaway kids a better start for their future.**

when someone is hurt or needs special attention.

"We just need more money and facilities to help the many kids who don't know about the program," he said.

"I would like for us to have an office downtown, where the kids can get mail — somewhere we can take phone messages, or have a job referral service — a laundry facility, a place where they can have a shower. It's just so unfortunate that we don't have the money," he continued. He knows there are thousands of good programs needing more funds, but "I just happen to believe that this one is very important. If there is a disappointment, it's for the kids living in the streets — we don't do enough. We have one facility — Storefront — and it holds only 20 kids. I think if it could hold 200 it would be full."

Koca has been successful helping kids who have been living in the streets. Many he's met, however, haven't trusted him, because they thought he was a policeman or for other reasons, but kids who have taken a chance with Koca are glad they did.

Tim, 18 years old, arrived in San Diego in July 1988. With Koca's help he is now off the streets.

"I met Rick about a week after I found out about the Storefront," Tim said. "I had ideas of what I wanted to do with my life, but he was there to give me the moral support I needed.

"He helped me develop those ideas and gave me a sense of belonging. Now, I sometimes find myself telling kids on their own to be cautious, but be cautious with open arms," Tim continued. "Don't just turn away because someone comes up to you and you think they're too friendly. You never know — they might want



to help."

"Rick's been a good friend," said Dan, an 18-year-old who has been homeless for more than a year. "He's given me a lot of advice on how to get a job and how to handle things. The program has made me feel good about myself.

"I'm glad it's here for teen-agers," Dan added, "because without this program I don't know how things would be for me."

And then there's "Little Bit," who has lived on the streets for nearly 10 years. For her, life hasn't been easy, but she's still fighting. Now 18, Little Bit has taken part in the Storefront program and has developed into a young woman determined to succeed.

"My mom moved out here, and I was left to the streets when I was nine," said Little Bit. "I didn't trust anyone — I did whatever I could to get a meal, maybe sell some 'smoke' or steal something and try to sell it.

"When I met Rick, I started going to the Storefront," she continued. "They gave me good meals and tried to get me off drugs. Rick's helped me a lot — more than the people you meet on the streets. He really cares about me, and he's trying to get me some ID so I can work."

According to Koca, many kids who have taken part in the Storefront pro-

gram have become successful, productive members of society. Some kids go back to high school or get their high school equivalency certificate; others get jobs or even join the Conservation Corps or the Job Corps.

"That makes it all worthwhile," said Koca.

He has some heartfelt words for parents. "Don't let your kids go," he said. "I'm 46 and I can't handle what goes on in the streets, and we have 12-year-olds out there.

"In a commercial you get a few seconds to convince somebody to do something or get involved," Koca continued. "I guess if I could do one, I'd want to say at the top of my voice, 'America, we're throwing our children away! Why are we doing this? Our children are literally dying in the streets. Shame on us.'"

But as long as there are committed people such as Koca, homeless teen-agers still have hope for the future.

"I'd like to work with animals, or young street kids or abused kids," said Little Bit of her aspirations. "I'd like to put something back into the community, because of the people who helped me." □

*Joseph is assigned to NIRA Det. 5, San Diego.*



# Safety stand down

## *Navy takes a hard look at itself.*

Story by JO1 Lee Bosco

*"The time for taking all measures for a ship's safety is while still able to do so."*

These words, written by ADM Chester W. Nimitz 45 years ago, were revived in November as the Secretary of the Navy and the Chief of Naval Operations ordered a Navywide safety stand down.

"Seven accidents in 10 days is seven accidents too many," said Secretary of the Navy H. Lawrence Garrett III. "So, we made a decision to stand down routine operations for 48 hours to pause and reflect on the human factor ... to rededicate ourselves to zero tolerance of accidents. If this stand down saves only one life, it will be worth it."

In recent months the Navy community had been graphically reminded of the dangerous nature of maintaining readiness for the defense of the country. Near the end of a decade that saw Navy safety improve steadily, a number of serious, although unrelated, accidents occurred. In response, the Navy decided to take a close look at how sailors do their jobs, and to allow time for people to get reacquainted with the safety procedures that save lives.

For example, the safety council aboard USS *Josephus Daniels* (CG 27), in Norfolk, came up with a stand down plan that included lectures and hands-on training on 20 different topics. Experts on electrical safety, refueling operations and medical problems, such as heat stress, presented safety procedures in briefings that were attended by every member

of the crew. A state trooper was invited to talk to crewmen about highway safety.

The mental and emotional aspects of safety were also discussed with crewmen.

LCDR James Grayson, *Daniel's* XO, explained, "If you're not thinking about what you're doing, you are dangerous. We try to keep sailors' minds on what they're doing."

The stand down affected sailors everywhere as training was conducted fleetwide. USS *Belleau Wood* (LHA 3), in port in San Diego, responded to the order as crewmen checked the ship for any possible safety infraction.

"I think the stand down was a good idea," said Operations Specialist 2nd Class Mark Niblett. "We concentrated on electrical safety and hazardous material handling. During zone inspections we've found some areas that need improvement to help get everyone a little more aware of safety."

Other Navy components also took the stand down as an order to get back to basics and make Navy operations as safe as they can be. The airspace above NAS Oceana, Norfolk, was vacant of all Navy aircraft as pilots and support personnel went over the things that make naval aviation dangerous as well as what needs to be done to make it safe.

Meanwhile, in San Diego, USS *Guardfish* (SSN 612) Commanding Officer, CDR James B. Bryant, had his crew safety conscious while the ship was in dry dock. "We looked at poten-

tial safety hazards throughout the ship," said Bryant. "I spoke with the crew about why the Navy was having problems and asked them why they felt things were happening."

After assessing feedback reports submitted by fleet commanders, the CNO, ADM Carlisle A.H. Trost, summed up the responses in a Dec. 18 message to commanding officers.

The CNO called for strict adherence to training guidelines and outlined several leadership areas that need improvement. He concluded that the level of effective supervision on the scene was often inadequate when accidents occurred and supervisory personnel, at times, assumed that subordinates had a level of knowledge higher than they actually possessed. The feedback reports also revealed that safety was sometimes perceived as being secondary to mission accomplishment.

"It is my firm personal belief that, in peacetime, there is no commitment worth meeting or operation worth conducting that justifies a compromise of procedures and practices necessary to ensure safety," Trost said.

Master Chief Sonar Technician (SS) Wayne Petterson of *Guardfish* summed up his shipmates' feelings about the stand down. "Our motto is 'safety first, be smarter than procedures.' If you see an item that looks unsafe or suspect, *stop and reevaluate* before you go forward." □

*Bosco is a photojournalist assigned to All Hands.*

# 'Abe' joins the fleet

*Navy's state-of-the-art carrier comes on line.*

Story by JO1 Melissa Lefler

It took thousands of shipyard workers at the Newport News, Va., shipyard five years to build the 1,000 foot, 24-story *Nimitz*-class aircraft carrier USS *Abraham Lincoln* (CVN 72). It took her excited crew less than five minutes to man her after hearing CAPT William Hayden, the ship's commanding officer, pronounce the Navy's 15th carrier in commission.

With excited whoops that the fighter planes streaking overhead couldn't entirely muffle, hundreds of sailors in crackerjack blues stormed up three brows of the brand-new nuclear-powered carrier. The audience of 16,000 who attended the Nov. 11 commissioning ceremony also rose to its feet, cheering along with the sailors.

As signal flags raced gaily up guy wires strung from the tallest mast to the aft and forward flight decks, 16 FA-18 *Hornets*, F-14 *Tomcats* and A-6 *Intruders* from squadrons assigned to *Lincoln* zoomed past in a display of precision flight, their wing tips glistening in the sun-drenched sky.

After the pageantry, Secretary of Defense Dick Cheney rose to address the crew and audience. Several hundred dignitaries as well as guests from Illinois, *Lincoln's* home state, joined parents and loved ones of *Lincoln's* 5,500



ship's company and air crew to witness the spectacle of the commissioning.

"Sailors of the *Abraham Lincoln*, thank you for your willingness to put on our nation's uniform, to spend months at sea and to place yourself in harm's way for the sake of America's freedom," Cheney said. "The key to our military strength isn't technology, it's young people prepared to take on the duties and risks of military service." The average age of sailors assigned to *Lincoln* is 19.

At 100,000 pounds, *Lincoln* is the world's heaviest super-carrier, weighing 6,000 pounds more and riding about two feet lower in the water, than her sister ships of the *Nimitz* class. The extra weight is due in part to heavier hull armor — a result of incorporating lessons learned from the at-sea casualties suffered by both the frigates USS *Samuel B. Roberts* (FFG 58) and USS *Stark* (FFG 31).

Aboard *Lincoln*, two compartments will always remind the crew of the enthusiastic support of the people of Illinois.

The "*Lincoln Library*," just off the hangar deck, resembles a small museum. It was donated by the ship's commissioning committee, which was made up entirely





Photo by PH2 David Cummings

Left: An audience of 16,000 attended the Nov. 11 commissioning of *Lincoln*. Below: *Lincoln* crew members stand proudly during the ceremony.



Photo by PH3 Steve Smith

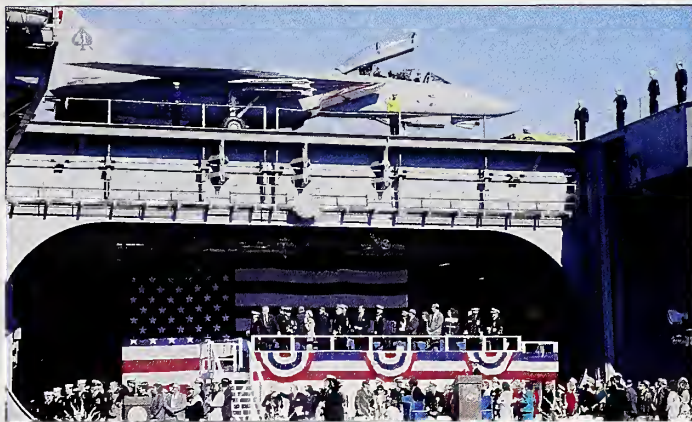


Photo by PH3 Nathan Dulles

of people from Illinois. The display cases mounted along three walls of the library contain Lincoln memorabilia and writings, including a copy of the Gettysburg address and information about the Civil War.

Next to the berthing space is another gift to the ship — a gym and workout room contains \$18,000 in weights, exercise machines and state-of-the-art, electronic aerobic cycles. They were donated entirely by the people of Murfreesboro, Ill., a town of about 30,000.

Strengthening the ship's association with Abraham Lincoln, sailors assigned to the new carrier wear name tags with 1972 pennies, which bear Lincoln's visage, glued to the left side. Why 1972? Because of the ship's hull number, CVN 72. The idea for the name tags was that of *Lincoln*'s very first crew member, Master Chief Robert Wellcome, who reported to the precommissioning unit in 1987.

"We didn't have money to order little ship's emblems to put on the name tags, so I was looking around for something we could afford," Wellcome said. A call to the U.S. Treasury Department reassured Wellcome that gluing the pennies to the name tags wasn't illegal. Recent-

Secretary of Defense Cheney addressed the crowd in the company of hundreds of dignitaries and guests from Illinois, *Lincoln*'s "home state."

ly, students at a Virginia middle school collected 3,200 of the 1972 pennies to donate for the ship's name tags. Pennies aside, total cost of *Abraham Lincoln* was more than \$3.4 billion.

At a time when reductions in military hardware are being urged by Congress, and global tensions appear to be easing, the need for the new carrier is still apparent. "No matter what you may read about peace breaking out across the world, the world is a very dangerous place," Cheney said, in his remarks. "The greatest risk of all . . . comes when we are unprepared."

The Chief of Naval Operations, ADM Carlisle A.H. Trost, offered a similar perspective in his speech at the *Lincoln* commissioning.

"Your victory, and the victory of this great ship," Trost said, "will be measured in wars that never came and battles that were never fought." □

Lefler is assigned to NIRA Det. 4, Norfolk.

# *Lincoln's top enlisted is a Lincoln*

---

*Command master chief bears ship's name.*

---

Story and photos  
by JO1 Melissa Lefler

Finding the command master chief's office among the 3,000 compartments aboard the Navy's newest supercarrier, USS *Abraham Lincoln* (CVN 72), is easy. It's just off the starboard side of the hangar deck, up one short ladder.

But even though finding the tiny office of Master Chief Aircraft Maintainerman Howard "Rex" Lincoln is easy, finding him there isn't. Lincoln, who deliberately sought the CMC's job aboard the ship whose name he shares, is as likely to be in the crew's berthing spaces, sitting in on a hand of cards, as in the chief petty officers' mess or the captain's office. Or he might be where he was at 10:30 a.m., the day after the carrier came back from her first week of sea trials — on the hangar deck, talking to a third class master-at-arms about a mix-up in that sailor's pay record.

"If you sit in the office, you start growing cobwebs. I love to walk the ship talking to the guys — that's how I find things out. On a ship this size, it doesn't take long to wear out your shoes," said Lincoln, gazing ruefully at the small holes spreading across the soles of his new, glossy, aviation-brown oxfords.

Though he doesn't look like the legendary rail splitter, Rex Lincoln appears to be influenced by the famous man's renowned zeal for hard



work. On a normal day, while in port, Lincoln comes to work at about 5:30 a.m. and stays there until 9 or 10 p.m. His job as command master chief aboard the *Lincoln* is the same as that of any command master chief in the Navy, Lincoln says — to be the buffer between captain and the crew, the officers and the enlisted men.

It's in how that buffering is accomplished, Lincoln believes, that he can make a difference in ship's morale.

"Seventy percent of this crew is under 21," Lincoln said. "For the majority, the *Lincoln* is their first command after boot camp or 'A' school."

To new recruits, a master chief may seem unapproachable, and that's why Lincoln goes where the men are.

"If I bring one of them in here, he's

**Master Chief Lincoln believes that through commitment, involvement and aspirations, success is attainable for any sailor.**

on my turf. He's not going to talk as freely as he will on his turf, in his work spaces, in the TV lounge, with his friends around him," he said. "And if there are five guys standing around listening to us, there are probably going to be five more inputs."

Lincoln believes he needs the crew's input on a constant basis because of the deployments soon facing all of them. For many, USS *Lincoln's* first deployment will be their first deployment.

He also runs the ship's external and internal TAD program, a job which runs the gamut from trying to get



nonrated people seats in the "A" schools they want, to handling the rotation of junior sailors to mess-cooking and compartment cleaning. Added to that, he works closely with the career counselor aboard *Lincoln*, and takes personal pride in the fact that *Lincoln* is already a Silver Anchor retention award finalist.

Lincoln described the new carrier's crew as "young, vibrant, and hard-working," and said they arrived from boot camp pumped up about serving on USS *Lincoln*. The challenge, said Lincoln, is to keep them that way.

Despite advances in technology, daily life at sea for the average sailor isn't much different than when he joined almost 30 years ago, Lincoln recalled. What he has seen change, he said, are attitudes and tolerances.

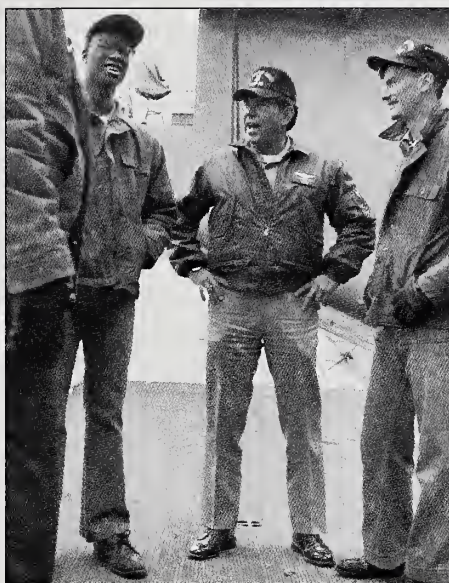
"When I was a young sailor, it seemed like the crew was an expendable entity — at least in my eyes," Lincoln said. "No one worried about what we were going to do in our off-duty time. There was a prevailing attitude that in port, sailors were going to do certain types of things — that they worked hard and were going to play hard. It was almost like living up to the stereotype of a drunken sailor. As long as we didn't get arrested, or into too much trouble — and it was harder to get into trouble then — the Navy was tolerant.

"Now, we work hard to educate sailors about the bad effects of that sort of behavior," he said, "It isn't acceptable."

Lincoln says that the days when, as a young sailor, he sowed his own wild oats are not so long past that he doesn't understand or remember.

"They [young sailors] look at me, and I know what they're thinking — they're thinking, 'What the hell does that old man know about how I feel?' Well, I've been a sailor since I was 17 — all my adult life. I've been to captain's mast — I've done everything they could think about doing."

The other big change in the Navy



**"It doesn't take long to wear out your shoes," said Lincoln. He makes his rounds aboard *Lincoln* to talk to sailors on their own turf.**

that Lincoln has seen during his career concerns communication, not only with the crew members, but with their families, as well. That, he said, was unknown 25 or 30 years ago.

"We have better informed crews, and we have worked hard on that," Lincoln said. "Information is used as a motivator. We not only tell them what is expected of them, but why, even when they are doing something they aren't fond of, like polishing door-knobs. The CO is always on the IMC recognizing achievements and telling them about tomorrow's work.

"If you don't talk to the crew, you've lost the ball game," Lincoln concluded.

The master chief believes the Navy needs to work hard to attract and keep quality young men and women aboard its ships, and to make the Navy a "service of choice" for high school graduates. Because of the nature of Navy life, that isn't ever going to be easy.

"We have to alter a lot of thought processes when people come in the Navy," Lincoln admits. "Things they like to do in civilian life — partying,

showing up late for work — aren't going to be good for them in the Navy."

What will be good for them, Lincoln believes, are the things he found to be good for him — travel, adventure and unlimited opportunity.

Success in the Navy, if it comes, will come for the young sailor aboard *Lincoln* the same way it did for him, he believes, through commitment, involvement and most of all, aspirations.

"Once you decide this is your life, you can't just get a paycheck. To be successful, you have to have success in mind," Lincoln advises young sailors.

Although the last man who served as the first command master chief aboard a new *Nimitz*-class carrier, USS *Theodore Roosevelt* (CVN 71), is now the master chief petty officer of the Navy, Lincoln has no ambition in that direction. He prefers not to seek the Navy's top enlisted job because he views being the command master chief aboard *Lincoln* as the culmination of all his ambitions and the best possible ultimate reward for 29 years of hard work.

"I have the best job in the Navy, and this is my last job in the Navy," Lincoln asserts. "When this is over, which will be when they throw me out of this job, I pack up my seabag."

Lincoln vows that when that happens, when he "takes off his war suit," he will not be a civilian, just a retired chief, transferred for life to the Fleet Reserve.

At that time, Lincoln says, he will shift from being a role model and father figure for more than 1,000 young men to being role model and father figure to just two young men, his sons, Thomas, 7, and Joshua, 6.

"Sometimes whole days go by — in port — and I don't see my family," Lincoln said, admitting to the sole drawback he sees about the job he loves. "I'm going to spend a whole lot of time with them." □

*Flefer is assigned to NIRA Det 4, Norfolk.*



# LCACs bring new





# amphibious era to Med



Story and photos by IOI Kip Burke

**A**mphibious assaults have been taking place in the Mediterranean area since the Phoenicians stormed ashore in Carthage 3,000 years ago.

When Allied forces hit the beach at Anzio and Palermo in World War II,

the tactics were not too different from those used today. The goal: find a relatively undefended stretch of beach that will allow landing craft to bring troops and vehicles within wading distance of the shore.

Slow landing craft and heavily

laden soldiers wading ashore make easy targets, though, and an amphibious task force has to stay out of range of shore-based guns. Also, the visible presence of the task force off shore makes the element of surprise difficult.



# LCACs



**BMCM Larry Childress and BMC Keith Burnett wait for high winds to abate on the beach at Capo Teulada. Right: LCAC backs out of *Whidbey Island*'s well deck.**

Now, however, the introduction of the LCAC — Landing Craft, Air Cushion — of the U.S. 6th Fleet's Marine Amphibious Ready Group 1-89 has changed the face of amphibious warfare in the Mediterranean, adding a new dimension of flexibility. ~From over the horizon — out of both visual and radar range — LCACs can now charge toward beaches at speeds in excess of 40 knots, literally flying over the water.

And, upon reaching the beaches, they can keep going to deliver their payload — 60 tons of Marines (with dry feet) and their vehicles — in the best tactical position for the mission.

LCACs took part in three major amphibious exercises last year with their NATO counterparts during a six-month deployment with the 6th Fleet. The three LCACs of Assault

Craft Unit 4, based at Naval Amphibious Base Little Creek, Norfolk, operated from USS *Whidbey Island* (LSD 41), part of Amphibious Squadron 2.

The powerful craft proved that a high-speed, over-the-horizon assault capability adds a great degree of versatility to the amphibious forces in the Mediterranean.

The addition of LCACs has opened up shoreline areas that were previously inaccessible. Prior to development of LCACs, only about 30 percent of the world's beaches were usable for amphibious assault. The unique qualities of the LCAC make nearly 70 percent of the world's coastal areas accessible.

Additionally, the ability of the LCAC to transport troops and equipment well inland is a twofold blessing.

Traditional landing craft disembark their load of men and machines at the waterline, making it necessary for Marines with 70-pound packs to struggle through water that might be knee deep — or up to their chins. If the assault is under enemy fire, the

slow slog to cover can be tragic.

LCACs, however, can speed past the beach and deposit Marines on dry land, near cover, in precisely the best tactical position.

Vehicles fare better, too. Tanks, light amphibious vehicles and armored amphibious vehicles are all, in varying degrees, amphibious, but they are most vulnerable during the slow transition from water to beach. Carried inland to firmer ground, these vehicles, their crews and troops can hit the ground running, becoming tactical players immediately.

Moreover, LCACs can be used in any type of amphibious operation — from a small raid to an evacuation of noncombatants.

To prepare for their Mediterranean deployment, ACU 4 worked with *Whidbey Island* during six months of workups.

The purpose of the work-ups, said Master Chief Gas Turbine System Technician (SW) Larry M. Delooze, an LCAC engineer, was "to go out and do everything we're going to do







**Left: LCAC fights 50-knot winds. Above: Inside LCAC, the crew maintains 33 knots heading toward the beach.**

mate chief, senior chief or master chief who has the overall responsibility for the craft and crew.

The craftmaster flies the LCAC from the right-hand seat in the pilot-house. Using an aircraft-like yoke, he maneuvers the LCAC's rudders, bow thrusters and propeller pitch with a high-tech fly-by-wire system.

"It's like flying a frisbee — it can go forward, backward, sideways — and it doesn't care which," said craftmaster Master Chief Boatswain's Mate Larry D. Childress.

Craftmasters are training in Panama City, Fla. Usually experienced boat handlers, they learn the art of flying an LCAC on British ferry-type diesel hovercraft. After 25 to 40 flying hours, the craftmasters and engineers are trained for two weeks by the contractor, Bell-Textron, learning all

with the Marines in the landings. We had to get out there and run as much as possible to see what our actual limitations were and the things that we could do."

During both the workups and during the deployment, the LCAC crews worked closely with the ship's crew to find better ways of doing things, according to LT Shelton Ross, assistant

officer in charge of the deployed ACU 4 detachment.

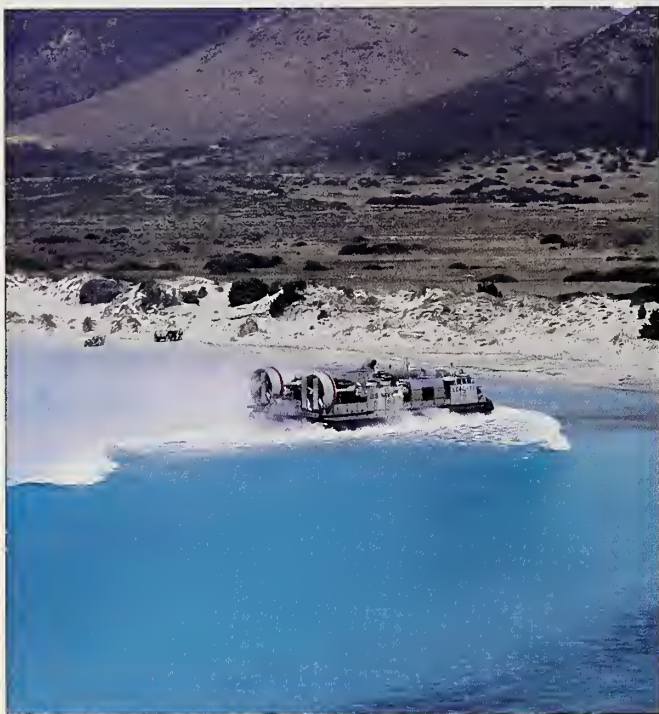
"We cooperate," he said. "They give, we give and it gets better as it goes along."

Each LCAC has a crew of five: a craftmaster, an engineer, a navigator, a loadmaster and a deck mechanic.

The crew is led by a craftmaster. He's a highly-trained boatswain's



# LCACs



**The powerful craft proved that a high-speed, over-the-horizon assault capability adds versatility to the amphibious force in the Mediterranean.**

the systems on the LCAC.

Full-motion simulators are also being built, one on each coast, which will increase training realism while lowering costs.

At that point, the craftmasters get about 40 hours hands-on time on the LCAC, then are assigned to their unit for further training.

The craft engineer, who sits in the center seat, is a senior gas turbine system technician first class or chief petty officer.

He monitors the status of the LCAC's four gas turbine engines, four engine gearboxes, two fan-driven gearboxes and two prop-driven gearboxes. The craft's Alarms and Monitoring System provides the engineer with a real-time graphic and digital display of the status of all those systems and more.

The navigator — usually a first class quartermaster or operations specialist — occupies the left seat in the pilot house. He operates the LCAC's navigational and communications equipment, and pilots the craft's position by dead reckoning — the usual method of navigating. In two of the three LCACs, satellite navigation systems are installed to facilitate over-the-horizon assaults.

In a craft as fast as the LCAC, navigating can be a busy job.

"He's sitting there trying to look at the chart, trying to look at the radar, plus somebody's yakking at him on the radio," said craftmaster BMC J.L. Berry, "plus me talking to him. He's doing five things at once."

His navigator, Quartermaster 2nd Class Kent R. Lewis II, agrees. "This is the most challenging thing I've done in the Navy."

The loadmaster, usually a first class boatswain's mate, has the tough job of making sure the Marines' equipment is loaded properly, balanced perfectly both side-to-side and fore-to-aft.

Improper loading could cause an uncontrollable list, causing loss of the cushion of air that holds up the craft. Loadmasters attend a four-day school in Panama City, learning the formulas used to compute weights and locations on the LCAC's deck.

Loadmasters also serve as an additional lookout and man the M-60 machine gun mounted on the port side.

"He's the only one who can see anything on the port side, so he watches and helps me into the well deck of *Whidbey Island*," said Delooze. "And he can see better behind us than anyone else in the crew, so when we're turning around on the beach he keeps an eye on the port side and behind us."

The deck mechanic serves as the eyes and ears of the engineer, monitoring the engines, auxiliary equipment and gearboxes. But when it comes to maintaining and repairing the craft, it's an all hands job.

"It's such a small crew, that everybody has to do something — a boat-





LCACs can speed past the beach and deposit Marines on dry land, near cover.

Although East Coast LCACs are now only deployed aboard *Whidbey Island*, first of the LSD 41-class, the craft are also designed to be used aboard LHAs, LPDs, LSD 36s, and the new *Wasp*-class LHD amphibious assault ships. The seven craft now based on the East Coast are expected to increase by 45 by 1997.

High-speed, over-the-horizon assault capability has now become a permanent part of the Navy-Marine Corps tactical suite in the Mediterranean theater. And from the looks of things, LCACs will be utilized by sailors and Marines worldwide. □

swain's mate doesn't just do boat-swain's work. Anything that needs doing, the people do it. Everybody pitches in on everything," said Berry.

ACU 4 used a team approach in maintaining the craft in the Mediterranean.

"We're trying something new —

we have a maintenance team for each boat. There's five guys total for that boat, and they only work on that boat, to try to give them pride in that boat. 'Keep it up like it's yours,'" said Berry.

LCAC's are not yet a permanent presence in the Mediterranean.

Burke is a photojournalist assigned to 6th Fleet Public Affairs Office.



# Eyes on Everest

---

*Navy doctors travel to the top of the world.*

---

Story by Kerry Gildea

The breathtaking and dangerous high country of the Himalaya Mountains was the setting for important research conducted by two daring Navy doctors. Two Navy eye doctors went to the top of the world, one of the few suitable locations on earth, to study the effects of decreased oxygen to the eye incurred at high elevations.

High-altitude retinal hemorrhages (bleeding within the retina of the eye), a condition suffered by mountain climbers, can be a dangerous condition should Navy men and women have to operate at high elevations. Two resident ophthalmologists from the National Naval Medical Center, Bethesda, Md., went to Mount Everest last year to conduct a month of research at the climbers' base camp approximately 18,000 feet up the mountain.

CDR Frank Butler Jr. and CDR David Harris Jr. collected valuable data on a topic that few researchers have explored, and also got a taste of adventure on the trip as they entered a different world filled with unexpected delights, discoveries and occasional dilemmas.

The perilous journey began when the two doctors decided that the information gathered on such an expedition would be valuable not only to the Navy but to the general population as well. After a year of requests,

phone calls and documentation, their hard work finally paid off. They were invited to join an American expedition to the mountain. The doctors would not attempt a summit run, but instead would accompany the climbers to base camp. The rest of the 19,000 foot climb is too dangerous for any but the most experienced climbers.

The team met in Katmandu, Nepal, and at 5 a.m. on the second morning there, Harris and Butler boarded a small twin-engine plane. They flew between mountains, landing in the tiny village of Lukla where an eight-day trek to the Everest base camp awaited them. Although the doctors realized there would be no grand airstrip or flight terminals in Lukla, the landing strip did provide a surprise.

"It's a hillside, an unpaved cow pasture," said Butler of Lukla's airstrip. "The plane actually faces directly into the mountain when it lands in Lukla. They have it designed on the hillside this way to help the planes speed up when they take off and slow down when they land. But when there is no plane landing or taking off, there are cows walking around the airstrip."

It was here that they would meet their guides and new friends, the "Sherpas" (Tibetan mountain guides) — if they were successful in the

tricky mountainside landing.

The landing went perfectly and the team was welcomed by their "sirdar" — five Sherpa porters to help carry the load and a pack of "zohs" (a cross between a cow and a yak) used for hauling additional equipment. The two doctors were amazed at the Sherpas' ease in hauling enormous weights of equipment on their backs for the journey.

"Their stamina and their strength is unbelievable," Butler said. "Proportionately, they carry more than anyone I've seen in the states. It's common to see people who weigh 100 pounds carrying loads of 120 pounds on their backs."

Harris and Butler said they were touched by the open, warm nature of the Nepalese people and were pleased with how well the very different cultures blended together with a spirit of friendship.

The ophthalmologists traveled from Lukla to Nanche Bazaar — another community nestled in the foothills of Everest. Nanche Bazaar is not only the largest town (population 1,500), but also the only area with electricity in the Himalayan region.

Many climbers stay in Nanche Bazaar for a few days before tackling the climb up Everest because they need to adjust to the altitude change to avoid illness. The high school





U.S. Navy photo

**CDR (Dr.) Harris provides medical care to a mountain climber on Mount Everest.**

children of Nanche Bazaar, however, have little difficulty with the altitude. They climb to the village of Kunde to attend school each day — a four-mile hike up a 1,500-foot hill.

Also in Kunde sits the only medical facility in the region that has an operating room. In the small room, doctors conduct cardiac surgery and, somewhat to the surprise of the researchers, achieve a high success rate with very basic equipment.

Another surprise on the journey occurred when the Navy explorers met Sir Edmund Hillary — the first person to reach the top of Mount Everest. He is now a New Zealand representative to Nepal and India. Butler and Harris said the 70-year-old gentleman, who still climbs some of the steepest hills on the Everest trail, took time to discuss eye surgery and mountain climbing with them.

"He's a good example of someone who, in addition to his personal accomplishments, has given something back to the region," Butler said.

On the trek, Butler and Harris hiked up narrow trails, crossed dangerous narrow wooden bridges suspended over 150-foot gorges and maintained an ambitious travel schedule as they faced a journey on which many have lost their lives.

"We passed hundreds of stone memorials called 'cairns' placed

the ridges in honor of those who died on their way to the top of Everest," Butler said.

"Although you may start out at 9,000 feet and end up at 11,000 feet at the end of the day," he continued, "you go up and down many times and encounter different altitudes."

Even though the ophthalmologists were in excellent physical condition before the trip from rigorous workouts and running the steps of the 20-story Tower Building at NNMCM daily, they both became ill while nearing the base camp at 18,000 feet. Each lost 25 pounds before the journey came to an end. Harris suffered from an intestinal disorder and Butler got food poisoning as they neared the base camp.

"Those problems required us to hike at a slower pace with more breaks and made it difficult to eat. It accentuates the normal loss of appetite you have at such altitudes," Harris explained, adding that most climbers are encouraged to follow a 7,000 calorie-per-day diet to combat energy and heat loss.

However, this was the only major snag in the journey. Once they met with their expedition members at base camp, Harris and Butler got right to work. They provided eye and general medical care for more than 100 climbers on expeditions from throughout the world. They also collected data for

their study. At night, they slept in small tents and during daylight they tried to stay warm and healthy. The doctors also spent their free time climbing huge crystal-like glacier formations to keep their blood flowing.

The ophthalmologists climbed to 19,000 feet, but did not attempt to reach the Everest summit, which is only attempted by those with proper climbing expertise and a permit that allows them to do so.

"We examined a lot of patients outside of the study with acute eye problems, and provided eye care for approximately 100 climbers and the Sherpas at base camp," Butler said, explaining how eye exams became routine in a man-made stone building with a plastic, waterproof roof.

Butler and Harris conducted sophisticated medical tests in the remote base camp. They photographed the climbers and the native Sherpas' eyes for comparison. They measured heart rates and monitored the people of the base camp for signs of high-altitude sickness. Many of these tests were repeated as climbers descended from the mountain peak.

Back at their normal routine at the NNMCM Ophthalmology Clinic, the doctors have their work cut out for them preparing the outcome of their study. The information gathered will be compiled and published in a series of papers on high-altitude sickness. They hope that their work enables the Navy to better prepare for the difficulties of special warfare teams operating in high-altitude areas.

They are sure that their mission was a successful one and both men would do it again.

"I'd go back in a minute," Butler said. "There is still a lot of data that can be gathered and, besides, it was the most exciting experience of my life!" □

*Gildea is a writer at the National Naval Medical Center Public Affairs Office, Bethesda, Md.*



# Thalay Thai

*Exercise links U.S., Thai forces.*

Story by PH1 Ted Salois

United States and Royal Thai Marines in amphibious landing craft thundered across the horizon to make a pre-dawn attack on the sandy shores near Pattaya Beach, Thailand.

But the cover of darkness was unable to conceal the assault from the thousands of spectators who lined the ocean boulevard to watch the recent 7th Fleet training exercise *Thalay Thai*.

Sitting quietly just beyond the horizon's edge, USS *Tarawa* (LHA 1) and her amphibious ready group launched amphibious assault vehicles and landing craft loaded with tanks, weapons and Marines of the 11th Marine Expeditionary Unit.

As the landing craft reached the shoreline, AH-1 *Cobras* blazed above the towering jungle treetops, providing coverage for CH-53 *Sea Stallions* and CH-46 *Sea Knights* that delivered troops farther inland.

Helicopter assets were provided by Marine Medium Helicopter Squadron 163 — that was assigned to the 11th

Marine Expeditionary Unit and Marine Air Wing 70.

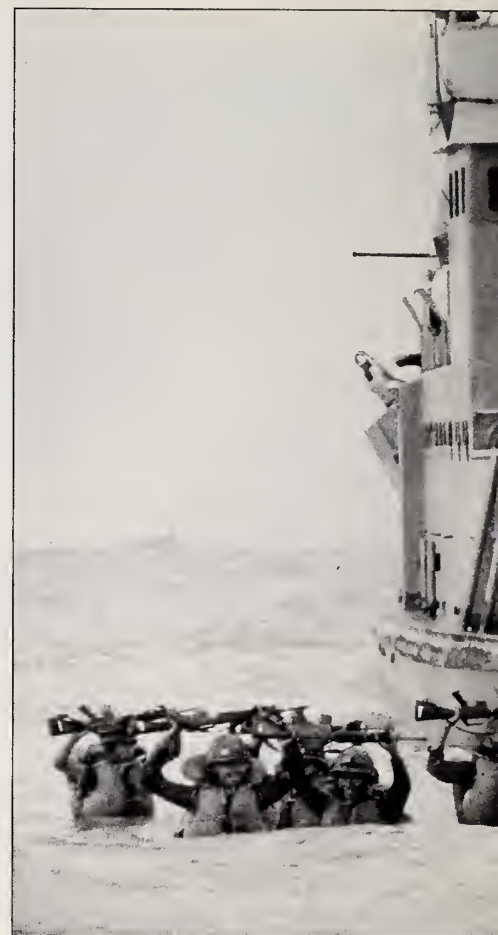
Further air support came from FA-18 *Hornets* of Strike Fighter Squadrons 192 and 195 from USS *Midway* (CV 41) battle group and Marine Strike Fighter Squadron 115.

The *Hornets* danced and dodged in dogfights with their adversaries, A-4 *Skyhawks* from Fleet Composite Squadron 5.

Meanwhile, at nearby Utapao Air Base, Air Force B-52 *Stratofortresses* and Navy P-3 *Orions* from Patrol Squadron 6 lifted off from heat-rippling runways to take part in aerial mine laying and sea surveillance operations.

A few miles down the coast from the first wave of the assault, members of Explosive Ordnance Disposal Mobile Unit 5 blasted an offshore sandbar to clear a channel for landing craft from Maritime Prepositioning Ships Squadron 2.

The MPS squadron's Navy support element delivered amphibious assault



vehicles, tanks, weapons and supplies to the 7th Marine Expeditionary Brigade, that reenforced the initial assault team and joined the advance across country.

"The overall mission and scope of *Thalay Thai* '89 was to provide combined amphibious operations with





Photo by PHC Carolyn E. Harris



Photo by PH1(AW) Michael D. P. Flynn



Photo by PH1 Ted Salois

**Clockwise from top left: Royal Thai Marines waded ashore from a utility landing craft. Marine CH-53 Sea Stallion kicks up dust while waiting for a clear landing spot. Two U.S. Marines "assault" a nearby field. Marine PFC Jimmy A. Bryant feels Thailand's heat.**

the Royal Thai forces," said Marine Corps Major Joe Papay of Marine Air Wing 70 Tactical Evaluation Coordination Group. "We didn't have any major problems and, tactically, we are very pleased with what occurred."

Advancing Marine companies had a certain number of hours to reach

designated checkpoints while "aggressor" forces did everything possible to halt the invader's progress.

Neither the "good guys" nor their foes had expected to be slowed by civilian traffic, but thousands of Thai citizens had gathered at the beach landing site to get a glimpse of the

combined military operations.

Hundreds of vendors impatiently waited for the smoke, sand and salt spray to clear from the pre-dawn landing near the international beach resort so they could sell their wares to the thirsty servicemen.

"We got here about three o'clock in the morning," said one owner of a family-run concession cart. "We knew the Marines would come early. We knew they would be thirsty. And we knew we could do business."



# Thai exercise



**Above:** An HMM 163 helicopter delivers Marines to a landing zone. **Left:** Marines allow a curious Buddhist monk to look through the sight of their weapon.



Photo by PH1(AV) Michael D.P. Flynn

The concession stands and motor bikes were out of the ordinary, but, according to Papay, much of the Thai's interaction with the fighting men in the field was more than welcome.

"It's quite a detour from realism for a military exercise when people are selling food and drinks just 50 yards from where assault craft are hitting the beach," said one thirst-quenched Marine. "But it's kind of nice to cool off with a cold can of soda. And the fried rice and pineapples are a welcome break from MREs [meals ready to eat]."

"We found the Thais to be extremely friendly in everything from supplying Marines with food, to telling them which way the enemy went," Papay said.

"That's sometimes a small problem as far as intelligence," he continued. "But human intelligence is always a factor in any combat situation. And it actually played into the training scenario quite well."

*Thalay Thai* was more than beachheads, bullets and bayonets, however, as doctors, dentists and corpsmen from Marine Corps Brigade





Photo by Phil Ted Salois

Left: A Thai merchant waits impatiently for patrons at the beach near Pattaya during the exercise. Below: Marines hit the beach with a full load of gear.



U.S. Navy photo

Service Support Group 7 held medical and dental civic action projects in seven villages on the outskirts of the battle-filled operational area.

More than 3,000 patients were treated for illnesses and assorted aches and pains, and 684 Thais had 884 teeth pulled during the six-day U.S./Thai evolution.

Also, supplies donated by American businesses were handed out in conjunction with the Navy's people-to-people program, Project Handclasp.

Armed forces of the United States and Thailand linked to better the two countries' joint war-fighting capabilities and to improve the quality of life for some citizens of the host nation.

Exercise *Thalay Thai* '89 also advanced the knowledge, expertise and camaraderie of U.S. and Royal Thai Marines, sailors and airmen. □

*Salois is a photojournalist assigned to 7th Fleet Public Affairs Representative, Philippines.*



# Liberty in paradise

---

## *Pattaya Beach port call*

---

Story and photos by PH1 Ted Salois

Pattaya Beach, Thailand, is synonymous with sleepy, sunsoaked beaches, cool ocean breezes, big city conveniences, small town hospitality and nonstop night life that can satisfy even the most determined excitement seeker.

For 7th Fleet sailors and Marines fortunate enough to make a port visit to the resort town, a few days and nights of liberty can be enough to etch a lifelong memory.

For service members on leave, Pattaya Beach is easily reached by way of Bangkok, where commercial air traffic is routed from around the globe. Military aircraft also make stops in Bangkok, two hours by car from Pattaya, and Utapao Air Base, just 30 minutes from Pattaya. Affordable lodging is abundant downtown.

For exchanging money, banks are the best bet. The rate has been hovering at around 25 Thai *baht* for one U.S. dollar.

For those people who like a rough time, many outdoor bars in Pattaya offer nightly bouts of Thai kick boxing, known locally as "Muay Thai." The top-notch slug fests — topped only in the professional boxing stadiums in Bangkok — include fighting with elbows, knees, feet and fists.

Anyone who feels mighty enough

to clobber a Thai kick boxer is permitted to make the challenge, climb in the ring and try his luck. The sport is not limited to men — women are also on the event card and routinely slam each other to the canvas.

After all boxers have been scraped from the mats, the rings become stages where snake handlers antagonize cobras and allow themselves to be bitten for the sake of a good show.

Making a visit to Pattaya's elephant village is a good way to relax and learn a bit about the Thai culture. Trainers show visitors how the country's 3,423 working elephants were caught and taught to work in Thailand's dense forests.

Visitors get a chance to ride the elephants and take pictures of them draped in full warrior battle dress.

Zippering around a race track in a high powered go-cart can get adrenalin pumping at the Pattaya Kart Speedway. The karts are said to have one gas pedal, one brake pedal and one speed — fast!

After blazing across the sweltering asphalt in a go-cart, an afternoon at Pattaya Park Beach Resort may be in order. The oceanside playground offers a variety of water slides and whirlpools to cool you off on even the hottest of Pattaya's days.



Windsurfing boards — and instruction — are available, as are catamaran and boat services for parasailing.

A word of warning: For safety reasons and damage-liability traps practiced by some local merchants, 7th Fleet regulations prohibit service members from renting jet skis, motorcycles, mopeds, jeeps or any other type of automobile. The best advice is to check with the beachguard for the latest list of "off limits" items.

In spite of some restrictions, the number of activities in Pattaya is nearly unlimited, with pistol shooting-galleries, scuba diving courses, weight lifting and sauna centers all available.

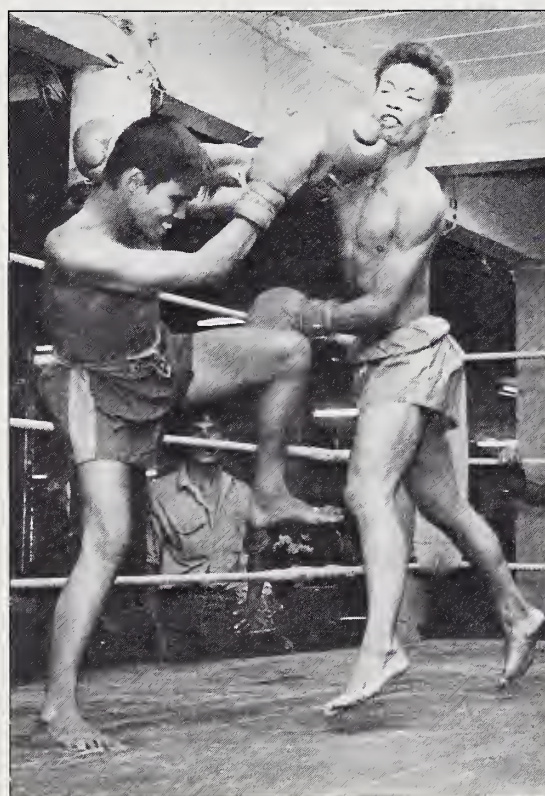
All recreation opportunities are within 15 minutes by taxi from the hotel hub of Pattaya.

If you get lost and need directions, or you just want some good conversation, you needn't worry — English is spoken by the local residents.

As the sign in front of one establishment states, "We speak English bloody good." □

*Salois is a photojournalist assigned to 7th Fleet Public Affairs Representative, Philippines.*





In spite of some restrictions, the number of recreation activities in Pattaya is nearly unlimited. There's no excuse for being bored.



# Sailors aid quake victims

Story by JO1 Dennis Everette

Navy Hospitalmen William Wicker and Anthony Beltran were the first medical technicians to arrive at the collapsed freeway bridge in San Francisco last October. They helped put the naval medical corps in the forefront of a nationwide disaster relief effort.

They were transporting Construction Electrician 2nd Class Frank Barden, Naval Mobile Construction Battalion 4, from Travis Air Force Base to Naval Hospital Oakland. Neither the corpsmen nor their patient realized an earthquake had occurred.

"I thought it was a major auto accident," said Wicker, who was driving. As he approached the freeway, a policeman flagged him down and said he was needed farther down the road. A quarter mile from the damaged section of the bridge was as close as Wicker was allowed to drive.

"The road looks OK to me," Wicker said to Beltran and Barden as they got out and began walking.

When they arrived at the scene, Beltran ran ahead carrying as much medical equipment as he could. Barden stayed with Wicker. This was the last time that evening Beltran would see the others.

"As I walked," said Beltran, "I told people who were walking around in a daze to sit down — 'the medical technician coming behind me will take care of you.'"

"There were 30 to 40 people with various injuries," said Wicker. "I noticed that some were covered with blood, most were just dazed. I went to people who appeared the worst off."

As classroom lectures from an emergency medical technician course he'd taken last June flashed through his mind, he decided in which order to treat the patients. He could only do a minimum amount of treatment without more of the equipment and supplies from the ambulance.

"I ran back to get what I needed," said Wicker, "at the same time thinking that I really needed to get the ambulance down there."

Meanwhile Beltran came across two adults and a child stuck inside a van that had been partially crushed by a semitrailer truck. With the aid of a fireman who had arrived on the scene, he tried to get a child out whose foot was trapped inside the twisted interior.

"I was able to shake off a sick feeling and keep going,"

Beltran said. "I really got scared, not only for me but for the fireman and the people trapped inside the van when a helicopter tried to land on the freeway bridge near us and the structure started to tremble. I felt as though the partially collapsed section we were on would fall completely. Even the vibration made a difference. The pilot soon realized his efforts to land wouldn't work. The fireman and I were able to free the child's legs by slowly cutting away the seat in front of her and cutting her shoes off. She didn't know what was going on because she was in shock."

Wicker said that everywhere he looked he saw people climbing out of holes in the rubble. He knew people were caught in the pancaked portions, but hesitated to climb into them.



Photo by JO2 T.S. Begasse

Above: Beltran checks ambulance prior to a routine run to a local branch clinic. Right: Part of the I-880 span where Wicker, Beltran and Barden worked to help people injured in the earthquake. Top: Wicker works with a "patient" during a mock combat casualty drill.





"I was one of the only medical technicians there at the time," said Wicker. "At emergency technician school we were taught to minimize the risk to ourselves when operating alone because if we got seriously injured trying to help one person, then we would be useless to others."

An hour into the disaster, Wicker said that he realized time was running out for victims left on the freeway's upper deck who needed hospitalization. He and Barden



Photo by J02 T.S. Begasse



Photo courtesy of Naval Hospital Oakland

ran back to the vehicle — about a half mile.

"I drove back to the freeway entrance and as far as I could on the road underneath and had to stop," he said. "I shouted to bystanders that a parked car was in my way and I couldn't drive in close enough, so that injured people could be lowered from the upper level and put in the ambulance. A group of people ran to the [parked] car, picked up the rear end and moved it — picked up the front end and moved it — then I drove over curbs and around chunks of concrete and got the ambulance up close.

"People were standing around," Wicker continued, "so I asked them to gather in groups of four and strategically locate themselves along the edge of the damaged freeway overpass to form a human chain in order to hand-pass stretcher-bound victims to the lowest point of the bridge. There, the stretchers slid down a 12-foot ladder to ground level and were put into the waiting ambulance."

When the ambulance was loaded with six patients, Wicker needed directions to get through the unlighted rubble-filled streets. Guidance came from a patient who didn't have serious injuries. "There was so much debris and so many abandoned cars in the street," he said, "that it took a while to get out of the area."

After taking his first load of patients to the hospital, he headed back toward the accident, but found blocked roads and a barricade. "God said 'go this way,'" said Wicker, and he followed an impulse to try a different route. That detour led him into the open door of a warehouse and out the other end. The back gate was open; he drove through and soon was back at the collapsed freeway.

Wicker and Barden made two trips to the hospital. "Barden was invaluable to me as an assistant," said Wicker. "Before the night started he didn't have any medical experience, but I couldn't have done the work without him with me every minute."

The pair spent most of the night working at the freeway. It was only at the end of their long shift that they found out an earthquake caused the freeway bridge collapse — they'd been too busy to ask while working.

By the time they finished at about 8:30 the next morning, more than 100 military personnel had been on the scene all night with flashlights helping local agencies rescue trapped people and administer aid. Beltran had made one trip to the hospital with patients around 2 a.m., but couldn't get a ride back to the scene.

Wicker, Beltran and Barden were representative of the Navy community's response to the earthquake. Sailors from many units around the area were involved in the relief effort. The San Francisco community benefitted from intensive training Navy men and women have in dealing with disasters. □

*Everette is a writer for All Hands.*



# MSC and USN

## *A different lifestyle aboard USNS Kawishiwi*

Story and photos by JO2 John Joseph

Sailors serving aboard U.S. Navy ships are surrounded by other active-duty sailors and rarely work with civilians, especially at sea. But for a small number of sailors aboard ships, the opposite is true — they work with a few sailors, and spend a great deal of time with civilians. The oiler USNS *Kawishiwi* (TAO 146), for example, is operated by a civilian crew, but also has a small crew of active-duty Navy personnel.

Classified as a United States Naval Ship, *Kawishiwi* is a component of the Navy's Military Sealift Command's Naval Fleet Auxiliary Force. From her San Diego operating base, the ship is responsible for the direct support of many Pacific Fleet units. Each week, *Kawishiwi* is underway conducting replenishment training exercises off the coast of California. The Navy detachment of men and women support routine operations and communications.

What's a tour of duty like for the Navy personnel aboard the mostly-civilian ship? For many, spending time away from family and friends is the most difficult adjustment, as it is for their counterparts aboard regular Navy ships. *Kawishiwi* goes to sea every week.

"It's really good duty," said Electronics Technician 3rd Class Eric Holzer. "This is my first ship, and the thought of being underway a lot was really hard on my wife at first. If you think about it, though, sailors don't spend that much time at home during the week anyway. My wife and I

realized that I could at least know I would be at home weekends. It's not like being gone for six months at a time, which is what other sailors and their families have to go through."

"Duty aboard this ship is considered arduous sea duty, because the ship does go out to sea so much," said Yeoman 1st Class Lauris Selleck. "It's really different from the other [USS] ships I've been stationed on because of that fact.

"It took a little time to get used to the schedule," said the 20-year Navy veteran, "because we are away from home so much — but you kind of get past that."

In spite of the ship's extensive underway time, being a part of the crew of a civilian-operated ship does have its advantages. Even though it is classified as arduous sea duty, many of the enlisted crew members have volunteered to serve on *Kawishiwi*. The ship is equipped with all the comforts of home, complete with a state-of-the-art recreation facility.

"The living conditions and the food served here are better than regular Navy ships," said Selleck. We have two-man staterooms, complete with shower facilities in the room, which is really nice.

"You also don't have to wait in long chow lines because the civilian cooks bring out your order — just like in a restaurant," she continued. "You just don't get that type of service on the regular ships."

Holzer pointed out another benefit of duty aboard *Kawishiwi*.

"The other advantage is that you really learn a lot about your rating because you're always working," he said.

Because the detachment is small, the Navy crew members also get many opportunities to learn about ratings other than their own.

"Serving on board a ship with such a small staff is definitely a plus," said Selleck, "because you get a chance to see what everybody does. It gives sailors a chance to learn the different ratings and makes them more knowledgeable on what the Navy is all about.

Civilian and military crew members work on distance lines during underway replenishment exercises.





"It's also a big part in helping the morale of the crew," she added, "because it gives everyone a chance to better understand what their shipmates do."

"It's given me a chance to learn about the other ratings related to my rating," said Operations Specialist 2nd Class Wallace Clark. "I've had the chance to pick up on some of the things that happen on the signal bridge, and I've also learned what goes on in the radioman rating. It's good because these are related to my job, and it will definitely help me when it comes to the next advancement exam."

The outlook of the majority of the crew members serving on *Kawishiwi* is that to succeed in USNS duty you have to have a positive attitude and enjoy being underway.

"It allows you to clear your mind of any problems that may have been

going on," said Clark. "It's really relaxing, but it's also something you have to like."

At least one new sailor finds duty aboard *Kawishiwi* professionally satisfying.

"I like this type of duty," said Signalman Seaman Apprentice Dawn Benson. "I've talked to some of my friends that I went to 'A' school with who are stationed on tenders, and they're mess cooking right now. After I came on board this ship, I went right to work in my rating."

"I used my skills right away," she added, "and I feel that makes me a better signalman. I feel that what we do to support the fleet is very important. We may not see the action like most ships do, but when we're out refueling other ships it's pretty exciting."

Working side by side with civilians is commonplace for the active-duty

MSC crew members. Although most of the replenishment details are done by the civilians, the Navy detachment supports the operation with ship-to-ship communications and as phone-and-distance line handlers.

The combined team of civilian employees and Navy people is a strong one from Steve Bingham's perspective. He's a former active-duty sailor, and has worked for MSC since 1976.

"It's really a good experience for everyone," he said. "You still work for the Navy, but you have a chance to interact with civilians. It's a good blend that strengthens our working relationships." □

*Joseph is assigned to NIRA Det. 5, San Diego.*



U.S. Navy photo



**Left: *Kawishiwi* longevity is highlighted by this photo taken in 1963. MSC ships have been serving the fleet for more than 40 years. Above: SMSA Dawn Benson works with signal flags on a routine basis.**



# The MSC mission

Story by JO2 John Joseph

Following World War II, the Military Sea Transportation Service was formed to carry out all ocean transportation for the Department of Defense. Now known as the Military Sealift Command, the organization has served the United States for 40 years.

With more than 9,000 personnel, including mariners, shore-based workers and about 1,000 active-duty Navy personnel, MSC provides a variety of transport services around the world.

From three basic components — Strategic Sea Lift Force, Naval Fleet Auxiliary Force and Special Mission Ships Support Force — the efforts of the men and women who serve MSC are vital in the support of our national strategy.

"We're a much different organization today than we were in the past," said CDR Sven I. Olsen, CO of the MSC, San Diego office. "Basically we were known for the strategic sealift function — getting oil, material and cargo from one part of the world to another in time of war.

"That's still one of our major missions right now, because if we did have to support troops in that kind of situation, 95 percent of all the materials, bullets and supplies would have to come by sea."

Many MSC ships are located around the world and are ready to be activated in the event of war. But during peace time, MSC continues to provide services that many military members take for granted.

"We are responsible for delivering many of the products that are available to service members and their families who are stationed overseas," Olsen said. "We contract for the ships

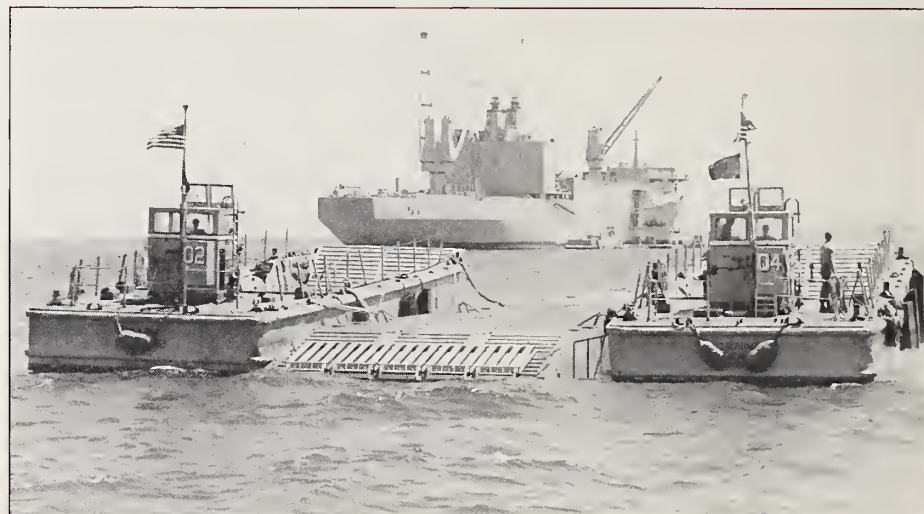


Photo by T. Miller

that carry materials overseas to stock up the commissaries and exchanges. We also use this service to ship military and DoD civilians' household goods when they move from the United States to the Far East or Europe."

Another responsibility of MSC is the Naval Fleet Auxiliary Force. These ships directly support the fleet in a variety of ways.

"They are involved in training and operational support for the Navy," said Olsen. "These ships handle underway replenishment evolutions for refueling, rearming and cargo. We have oilers located in the Mid- and Western Pacific areas, in the Atlantic, the Caribbean and in the Mediterranean Sea, and they are all part of MSC.

"They are mostly manned by civilian employees with a small military detachment on board to provide operational assistance and communications — things the civilians aren't normally set up to do."

The job of the third branch of MSC — Special Missions Support Force — is to help in world environmental studies. Its ships carry scientists who research the ocean environment,

**MSC ships conduct underway replenishment evolutions as one of their many duties.**

make weather observations and conduct hydrographic research, which includes mapping the ocean for navigational and commercial use.

Some military personnel are assigned in each of the three areas of MSC, but sailors who complete their enlistments and wish to continue working at sea are welcomed by MSC.

"We do have a great need for people who are experienced mariners on our ships," said Olsen.

What's most significant about MSC, according to Olsen, is the support it gives to the Navy and the United States every day, both in war and peace time.

"MSC ships and people support the fleet directly, just like [active-duty] units and organizations," said Olsen. "We're proud of our accomplishments and contributions, and we will continue to serve for many years to come." □

*Joseph is assigned to NIRA Det. 5, San Diego.*



# Bearings

## Rescue of drowning man leaves no time for fear

Chief Aviation Maintenance Administrationman Edmund Pauly was among hundreds enjoying the Point Loma beach that afternoon, during a visit to San Diego from his duty assignment in Norfolk. The surf, sun and sand were perfect.

A young sailor must have thought the same, swimming in the surf, until he realized he'd gone too far.

"We heard a cry from about 50 yards out," Pauly said. He and others on the beach could see the swimmer bobbing in the water, thrashing and yelling for help. Nobody seemed to know at first if he was really in trouble, Pauly remembered. "Maybe that's why we stood there, wondering."

But in another moment they knew — the man was drowning.

In a couple of minutes, the chief recalled, he and another bystander had pulled the swimmer from the choppy water. They wrapped him in a blanket and rubbed his arms and legs. Soon, a boat called by lifeguards arrived to take the swimmer to a waiting ambulance.

Rough water, however, capsized the boat, tossing crew and passenger into the waves. Again, Pauly and the

second bystander pulled the man from the water — this time, paramedics later told Pauly, the swimmer was in shock. Lifeguards called in a rescue helicopter.

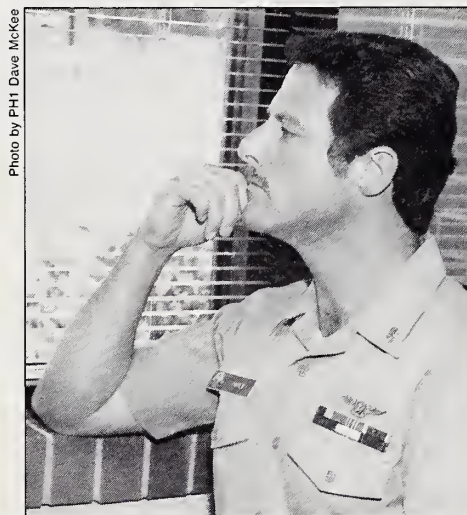
The young man survived, and Pauly's memories of the people on the beach also survive.

"I remember seeing their faces that told me what they were thinking — that someone else is going to save him," the chief said, "that somebody else will do it." Pauly could have made excuses, too — he's a lousy swimmer, he admitted.

But it never occurred to him to worry about that. "There was no time to be afraid," he said.

"I went to the hospital the afternoon I pulled him from the water," Pauly recalled. The young man was recovering, but couldn't talk and may not have even seen him standing in the room. The chief did find out, though, that he was an 18-year-old sailor from a ship homeported in San Diego.

Five days later, Pauly returned to Helicopter Mine Countermeasures Squadron 18 in Norfolk, where he works in the maintenance control



division.

For the rescue, Pauly received a Navy and Marine Corps Medal. But the true reward, the chief believes, comes from knowing the young man is alive.

Pauly feels that he was just doing what any shipmate would do.

He only wishes he'd been able to see that sailor up walking, smiling and healthy. ■

—Story by JO1 Bryan Massey, Public Affairs Office, Naval Air Reserve, Norfolk.

## Boot camp graduate is 11th of his siblings to join the Navy

Seaman Recruit Eric D. Meschke really doesn't know what all the fuss is about. Eric, a recent graduate of Great Lakes Recruit Training Command, is the youngest of 12 brothers and sisters. He is also the 12th child to serve in the Armed Forces and the 11th to join the Navy.

Meschke's father began the family tradition in December 1951 when he graduated from Great Lakes. Following boot camp he served aboard USS *Oriskany* (CV 34) as an airman main-

taining fighter and attack aircraft.

The first two Meschke children, Eugene and Beverly, joined the Navy after considering other branches of the military. After checking out the Army, Eugene became an aviation electronics technician in the Navy. Beverly joined to become a hospital corpsman.

A following sibling joined the Army and the rest followed their father's advice and joined the Navy ranks.

Of the children, four remain on active duty, including Eric. He's now attending the Navy's Gas Turbine Systems "A" school at Great Lakes.

Meanwhile, the family's Navy flag can be seen flying from the front lawn, displaying the pride the Meschkes have in serving their country. ■

—Story by JO2(AW) Charles Archer, PAO Navy Recruiting District, Minneapolis.



# Bearings

## Reserve Seabees practice mobilization skills

Mobilization readiness is what Naval Reserve Seabees are all about. There are two important aspects to mobilization readiness — personnel must be capable of performing battle damage repair and contingency construction, and Seabees and their equipment must be placed where the job needs to be done.

The Reserve Naval Construction Force continually trains and tests its personnel in military and construction skills. But while the RNCF and the Naval Facilities Engineering Command have detailed plans for

mobilizing any or all of the RNCF's 17 reserve mobile construction battalions, those plans have not been put to the test in peacetime — until now.

The test came during *Mobilization Exercise* 1989, a two week, coast-to-coast exercise which was conducted in mid-July with the simulated mobilization call-up of three RNCF battalions: Reserve Naval Mobile Construction Battalion 2, based at Treasure Island, San Francisco; RNMCB 20, headquartered at Rickenbacker Air National Guard Base, Columbus, Ohio; and RNMCB 27, headquartered at Naval Air Station, Brunswick, Maine. Some 840 men from those battalions were involved in the exercise as an important part

of their annual active duty training.

*MobEx '89* began with detachment personnel reporting to each battalion's readiness support site.

After 48 hours at the support sites, the battalions were moved to three active duty construction battalion centers for rigorous training. The training program at the CBCs included survivability skills with individual and crew-operated weapons, contingency construction/war damage repair skills, Bailey Bridge construction and water well drilling, as well as chemical, biological and radiological equipment and techniques.

Also, each CBC removed from storage all the equipment and supplies (235 pieces of construction equipment and 115 containers) required by a battalion being deployed. The equipment was staged as if it were to be loaded aboard ships.

The RNCF and NavFacEngCom took 18 months to plan the exercise.

"We invest a tremendous amount of time and effort planning the best way to mobilize our RMCBs," said RADM D.O. Smart, Commander, Reserve Naval Construction Force. "This exercise gives us the opportunity to validate these plans."

Smart said that planning for *MobEx '89* was "superb, but not perfect." He added, "This exercise has been so valuable because it pointed out some glitches that, when addressed, will improve our ability to mobilize — we can fix our soft spots."

RNCF is composed of 17,000 Naval reservists nationwide. Upon full mobilization they provide two-thirds of the Navy's total construction forces. ■

—Story by JOCM Lynn Wielinski, Reserve Naval Construction Force, Lenexa, Kansas.

**A special matting material is pulled into place during rapid runway repair training during *MobEx '89* at Gulfport, Miss.**



U.S. Navy photo



## USS *Tripoli* rescues two men and a dog off California coast



Photo by Richard Julius

A U.S. Navy helicopter crew assigned to USS *Tripoli* (LPH 10) rescued two survivors and a dog recently from a capsized fishing vessel off the coast of Southern California while *Tripoli* and USNS *Walter S. Diehl* (TAO 193) were conducting underway replenishment.

Two San Diego residents, John Mangiapane, age 51, and Matt Davis, 28, were attempting a sharp turn in their 46-foot fishing vessel *Lavita* when a 10-foot swell struck and capsized the boat. Diesel fuel leaked into the water from the boat. They were able to don flotation devices before entering the 64-degree water, where they floated for nearly an hour. The pilot in a Navy fighter plane spotted

them in the water and radioed a distress call, that was copied by a fish-spotting *Cessna* aircraft that dropped a life raft into the water.

Soon a *Tripoli* helicopter was at the scene. The helo crew lowered a rescue swimmer into the water with the aircraft's hoist. Mangiapane, Davis and their dog were lifted from the water and flown to USS *Tripoli* for medical treatment.

While the two men were being examined by the ship's doctor, the crew bathed their dog, Gypsy, in soapy water to get diesel fuel out of its coat.

After the ship's doctor noted they were in good condition, a U.S. Coast Guard helicopter flew all three back to San Diego. ■

**USS *Tripoli* sailors give Gypsy a washdown.**

—Story by JO2 John Howard, PAO USS *Tripoli* (LPH 10).

## Boiler technician serves aboard namesake ship

Boiler Technician 3rd Class Jeff Truett has personal ties with USS *Truett* (FF 1095) that bind much closer than the military orders which sent him to her.

Truett is the son of the Navy hero who saved five lives before he was mortally wounded in Vietnam. The Navy honored this hero by naming USS *Truett* after him.

Chief Petty Officer Quincy H. Truett was aboard one of four patrol boats engaging the enemy on the Kinh Dong Tien Canal, Jan. 20, 1969. Suddenly, the boat ahead of Truett's boat came under heavy enemy fire. Five crew members had to jump into the water to escape their burning vessel.

Truett ordered his boat to a position to rescue the sailors in the water. Grass huts burning along the river's

edge made Truett completely visible to the enemy as he was rescuing his shipmates. Truett saved all five of his shipmates, but was mortally wounded by the enemy.

The Navy posthumously awarded him the Navy Cross for extraordinary heroism in action while serving in Vietnam.

Jeff Truett says that it's meaningful to him to serve aboard a ship that's become a piece of his family's history, but it does have some drawbacks.

"The first day I was aboard the ship it was pretty scary," Truett said. "Everyone pointed at me. It seemed like everyone on the ship wanted an introduction to the namesake's son."

Today, Truett says the overwhelming attention has died down and he's content working hard and earning the

respect of his shipmates as BM3 Truett. However, he says that his tie with the ship draws a few laughs.

"The funniest thing is when the ship's 1MC blasts 'Truett arriving.' New sailors don't understand why they're calling my name," he said chuckling. "I have to explain to them the 1MC is reporting the CO's arrival, not mine."

Truett joined the Navy hoping one day to serve aboard his namesake ship.

"This is a dream come true for me. I would have stayed in the Navy until I got orders here," he said. "One day I'd like to come back as an officer and command this ship." ■

—Story by JO2 Merrilee Greer, Navy Public Affairs Center, Norfolk.



# News Bights

Department of Defense's budget for FY90 allots \$101 billion to the Navy, \$3 billion more than its original request. Approximately 20 percent is for Navy personnel accounts.

The new budget provided for a number of improvements to military pay and benefits, including the 3.6 percent pay raise that took effect Jan. 1. Other improvements included:

- Double dislocation allowance from one month BAQ to two months BAQ.
- BAS authorized for enlisted personnel on TAD orders along with their per diem.
- An increase in the Selective Reenlistment Bonus for nuclear-qualified personnel to \$45,000 maximum.
- Sixteen new child care centers.
- An increase in Aviation Career Incentive Pay to \$650 per month and Aviation Continuation Pay to remain at a maximum of \$12,000 per year increase for some aviation specialties.
- Special pay for physicians was increased and medical officer bonuses were extended for one year.

The budget allows for a Navy end strength of 591,541 active members and 153,400 reservists.

\* \* \*

Fiscal year 89 was Navy recruiting's best year since 1981, despite the tough challenges, according to RADM Henry C. McKinney, Commander, Navy Recruiting Command.

Declining numbers of youth eligible to enlist and an upswing in the nation's economy made recruiting a difficult business, however, the recruiting command reached 101 percent of its enlisted goal with 95,186 active-duty accessions. Almost 90 percent of these new sailors were high school graduates, and nearly 60 percent were rated in the two "upper mental groups" by their performance on the Armed Services Vocational Aptitude Battery.

Recruiters also had success in the highly competitive markets that fill the Navy's officer force. In the medical field, for example, they brought into the Navy 120 physicians, 300 nurses and 68 dentists. In nuclear programs, recruiters wrote 338 new contracts for both the surface and submarine forces.

\* \* \*

Senior and master chief petty officers who attend the Senior Enlisted Academy at Naval Education and Training Center, Newport, R.I., now have their own building for classes.

Tomich Hall was dedicated on the Navy's 214th birthday, Oct. 13, 1989. It is named for Chief Petty

Officer Peter Tomich, who died Dec. 7, 1941, aboard USS *Utah* (BB 31). He saved many of his shipmates that day by staying with the ship and securing the ship's boilers instead of going over the side.

"The business of this building, named after such a man, is leadership, dedication and taking care of your people," said VADM Mike Boorda, Chief of Naval Personnel, at the dedication ceremony. "And so, it is incumbent upon you [who attend the academy] to carry forth in Chief Peter Tomich's spirit and share your learned skills with your crew and your division officers for their betterment, for the welfare of our Navy and our nation."

\* \* \*

New technology will allow radiologists to "Fax" X-ray images between hospitals, providing quicker care for sailors in isolated areas.

The high-tech machine was installed recently at Naval Hospital, Oakland, Calif. The technology, called teleradiology, converts X-ray images into a digitalized format. They are sent via telephone line to a computer terminal where a radiologist can read them.

The Navy in Northern California is suffering from a shortage of radiologists, so this new equipment will provide sailors in outlying areas better service.

\* \* \*

Corporate sponsorship will be allowed for U.S. Armed Forces Sports Championships, sports competitions held between top military personnel in the Army, Navy, Marines and Air Force. This is the first time they have been authorized since the championships were established in 1948.

The Armed Forces Sports Committee is offering a variety of limited title and associate sponsor opportunities for the 1990 championships.

The decision to make the sports championships available for private sector financial support was reached after a two-year evaluation, in which the Navy reviewed the economic impact private sector funding could have and the marketability of the games themselves.

"It's no secret that military budget dollars are being trimmed as the Congress and President seek to control costs in the years ahead," said CAPT Bruce L. Sherman, Director of Morale, Welfare and Recreation, Naval Military Personnel Command. "We see the 1990 U.S. Armed Forces Sports Championships as an excellent opportunity to fill the widening gap that's developing in morale, welfare and recreation support for military personnel."



# Mail Buoy

## Kudos and clarification

Just finished reading the November 1989 issue of *All Hands*. Great articles of the USA/USSR visits. It certainly was a moving experience to stand on the deck of a Soviet ship in an American port.

Thanks also for the article on our Navy Leader Development Program. Our new courses will be on line in March 1990, and while it is true all first class petty officers must have completed the LPO course by Jan. 1, 1992, it is incorrect for the chiefs. They must have completed the CPO course by Oct. 1, 1991, not 1992.

I am sure that between now and then much will be published reflecting the 1991 date, but we didn't want to confuse your readers.

Again, thanks for the help.

— CAPT D.R. Davidson  
Leadership Division (OP-152)  
Washington, D.C.

## Mistaken identity

I recently enjoyed the article regarding the story of USS *Franklin* (CV 13) in the June 1989 *All Hands*.

I would like to point out one slight discrepancy. Under the photo on Page 32, the ship is described as nearing the Brooklyn Bridge prior to entering the Brooklyn Naval Shipyard for repairs. However, the bridge in the photo is the Williamsburg Bridge, located just north of the Shipyard, which is midway between the Brooklyn and Williamsburg Bridges.

The Brooklyn Bridge is a beautiful bridge tower structure, with a distinctive cable support design, while the Williamsburg Bridge has a more modern steel truss and girder framework. It appears from the picture that the ship may be swinging to port in preparation for a sharp turn to starboard into the yard.

Having been stationed at Naval Station New York, I find all articles regarding the history of the yard, as well as the ships built there, interesting, and look forward to more.

— LCDR Douglas H. Stauffer, CEC  
U.S. Navy Public Works Center  
Yokosuka, Japan

## Seeing red over white

In regards to your "Color-coded Sailors," October 1989, I'd like to correct a misconception about those of us who wear white jerseys. We are not "miscellaneous" or normally do not work the

deck as JO3 Walsh says. Quite the contrary. We trouble-shooters (catapult final checkers) spend the majority of our time servicing, repairing, launching and recovering the finest tactical aircraft in the free world. Ours is usually an overtime job.

Regarding our fellow white shirts in other occupations: Those in white require top-notch performers for the tasks involved be it safety, medical or quality assurance reps. So when you see a man in white, remember he's not "miscellaneous" but a man handpicked for the job.

— AMS2 (AW) Mark Robbins  
VA 95 "Green Lizards"  
USS *Enterprise* (CVN 65)

In your October 1989 issue, "Color-coded Sailors" by JO3 Walsh was rather incomplete. For example, squadron maintenance personnel also wear green shirts and spend not only the flight schedule days but also "no fly" days maintaining the squadron's aircraft.

To label a white shirt as miscellaneous is debasing toward the personnel who wear it. A trouble-shooter, who spends the entire flight schedule on the roof, is the "quick fix" expert to get the airplanes launched and recovered without incident. Thanks, and keep up the good work!

— AE3 D.E. Meyer  
— AT3 T. Bancroft  
— AE3 R.R. Moore  
Strike Fighter Squadron 82  
USS *America* (CV 66)

• Please be assured that *All Hands* meant nothing derogatory by the term "miscellaneous." The word only signified that personnel with varied responsibilities wear white jerseys on the flight deck. — ed.

## Confused on the Great Lakes

Your November 1989 issue states that the USS *Boulder* (LST 1190) is the first LST (Landing Ship, Tanks) with Marines to embark on a Great Lakes cruise. If you check back to your March 1980 issue you will find an article on Great Lakes Cruise '79 in which USS *Fairfax County* (LST 1193), CDR Heidt commanding, was the first LST to sail all five Great Lakes. We also had Marines and equipment embarked the entire cruise.

— OSCS(SW) R.G. Olsen  
FTU Det Charleston

• You're absolutely right — *All Hands* reported 125 Marines were embarked with the ships on Great Lakes Cruise '79. — ed.

## Steamed over boilers

This letter concerns the article in the November 1989 issue of *All Hands* magazine, "If You Can't Stand The Heat ..."

On Page 16 a statement by BT3 Alix Nicolas read "you have water going to the main turbines and other steam driven equipment," and Nicolas checks to make sure there is enough fire. Well, the *Forrestal* (CV 59), has an automatic boiler control system that measures steam demand and manipulates fuel and air to meet the existing demand — no one "makes sure there is enough fire." Secondly, water is heated and steam generated, the steam, not water is what turns the turbines.

Also, on Page 16, you state that the water is superheated to make steam when in reality the water is heated to 489 degrees Fahrenheit in the *Forrestal's* boilers at 1200 PSI — then the steam is removed from contact with the water it is generated from and is superheated to approximately 850 degrees Fahrenheit. You cannot superheat steam when it is in contact with the fluid it was generated from, and you definitely don't superheat water.

Further along it states *Forrestal* needs all her boilers on-line, especially for flight ops — untrue.

Further along you have Nicolas removing his torch from the boiler, but you never had him put it in the boiler.

On Page 17, you have the big boilers evaporating sea water. The steam, not the boiler, is what is used to boil the sea water in the evaporators.

Further on you are "creating 400,000 gallons per day." To create, per Webster's New Collegiate Dictionary, means "to bring into existence." Nothing is being created here, rather the salt is being removed from the water by distillation.

For a non-engineering type, I guess the story is a way to let others in the Navy know what engineers do. But from an engineer's standpoint, I was disappointed in the grossly inaccurate description of what goes on in the boilers and evaporators.

I would really like to see you send future articles to an engineering type to ensure technical accuracy.



# Mail Buoy

I'm afraid some of the descriptions of what was going on in the engineering plant were laughable in their inaccuracy.

— BTC Michael E. Kusinski  
ComNavAirPac SGPI  
NAS North Island, San Diego

• *The article was submitted to Forrestal for "chop" prior to publication in the magazine. — ed.*

## More volunteers

In reference to your September 1989 article, "Sailors Serving Country and Community," I was impressed by your coverage. You included stories from coast to coast; they were expressive, informative and covered an incredible spectrum of services.

It is impossible, of course, to cover everything, and, without any criticism whatsoever, I'd like to share just one more story.

It's called "Stand down '89." This was a three-day event to assist homeless veterans. A "tent city" was raised by the Seabees, and in those tents were food, clothing, shelter (over 600 cots), medical services, VA benefits counseling, legal services, hair cuts, employment services, drug and alcohol rehabilitation programs, personal counseling, to name a few. It was spearheaded by Vietnam veterans of San Diego, and sponsored by more than 30 organizations such as State Employment and Development Department, VA Regional Office, County Veterans Service Office, VA Medical Center, VA Homeless Outreach Program, and the list goes on.

Who are we kidding? Events are nice, but they're a flash-in-the-pan, right? Stand down itself was an "event," but its efforts are anything but over.

The goal, of course, is to make the "event" into a permanent outreach program, all the services in one spot — accessible — oriented toward helping the homeless get off the streets and back into the mainstream of society. The road blocks associated with such a goal are undoubtedly flashing in your head already.

But even if the "event" never gets transformed into "the butterfly," let's not discount its value. Statisticians estimate that 30 percent of the homeless in America are veterans. Since 1988, the first San Diego Stand down, a lot was learned about the needs of our homeless veterans. More than 500 of them, verified veterans and obviously homeless, registered with

Stand down in 1988; more than 700 this year. Some got jobs, some did not. Some just wanted food — they got it.

One thing was guaranteed, all of them got something from Stand down, even if it was just a safe, clean, drug- and alcohol-free, weapon-free environment for three days. That's why it's called Stand down. It was a place where the vets could rest, and take refuge from the war of living on the streets. It was really incredible.

If any "event" helps even one person — if one person gets housing, if one person gets into a rehabilitation program, if one person gets a job and keeps it, if just one person decides to take the steps necessary to break out of the cycle that perpetuates their homelessness and addictions, if one person just feels safe for a moment because of a flash-in-the-pan event — then let the event begin!

On the side: As a Stand down 88 and 89 volunteer, I learned a great deal about people, and yes, even politics.

As I was recruiting military volunteers, I learned that both the word "homeless" and "veteran" pushed some very opinionated, angry buttons. Many people did not want to volunteer because they don't believe in helping those who don't help themselves. My personal views about any state of "being," whether it be homeless, drug dependent, neurotic, whatever, is that it's just a matter of choice. I don't believe that there are victims or accidents, only that there are willing participants. Yes, I believe that circumstances are self-imposed. I also understand that it can be very difficult to break out of some circumstances without a little help. Let's be honest, feelings of despair and unworthiness can be a downward spiral, generating a cycle of helplessness. This opinion ruffles many feathers and strokes many others. The difference is that my beliefs are without judgment. That is, I believe everybody is worthy, regardless of why he or she is out there. The difference is I volunteered, and that's the difference every volunteer makes.

Anyway, I've done anything but given Stand down, and what it represents, justice. I was truly "just another volunteer" — there were more than 300 of us, mostly military.

I truly did enjoy reading your article about the military volunteers. I just wanted to share one that meant a lot to me. If the idea of Stand down could get spread across the country, maybe others

would benefit. Thanks for listening.

— DP2 Karen P. Luisi  
Fleet Combat Training Center, Pacific

## Reunions

• **Naval Ocean Processing Facility Norfolk** — Reunion March 2, Norfolk. Call Bob Hart; telephone (804) 433-6801.

• **Reserve Naval Mobile Construction Battalion 22** — Reunion March 9-11, Gulfport, Miss. Contact RADM Roy "L" Dunlap, P.O. Box 173, Killeen, Texas 76540.

• **USS Wharton (AP 7)** — Reunion March 21-24, Charleston, S.C. Contact George Howlett, 110 Central Ave., Malden, Mass. 02184; telephone (617) 324-6121.

• **Naval Helicopter Association** — Symposium March 27-31, San Diego. Contact NHA offices, P.O. Box 460, Coronado, Calif. 92118-0460; telephone (619) 435-7139.

• **USS Alabama (BB 60 and SSBN 731)** — Reunion April 18-22, Mobile, Ala. Contact John Brown, P.O. Box 501, Keller, Texas 76248; telephone (817) 431-2424.

• **USS Wren (DD 568)** — Reunion April 28-29, Baton Rouge, La. Contact Bill Ferguson, Star Rt. Box 353, Goodrich, Texas 77335; telephone (409) 365-2622.

• **USS Morrison (DD 560)** — Reunion May 1-4, Pensacola, Fla. Contact John Schurmeler, 8291 Grange Blvd. So., Cottage Grove, Minn. 55016; telephone (612) 459-4823.

• **USS Mustin (DD 413) and USS Hornet (CV 8) survivors** — Reunion May 3-6, Irving, Texas. Contact Vic Egger, 128 East Farnham Court, Irving, Texas 75062; telephone (214) 255-6016.

• **USS Lexington (CV 2) Club** — Reunion May 9-12, Sparks, Nev. Contact Walt Kastner, 466 Ivy Glen Drive, Mira Loma, Calif. 91752; telephone (714) 681-1101.

• **USS LST 496 survivors** — Reunion May 17-19, Tampa, Fla. Contact Joe Sandor, P.O. Box 1926, Hobe Sound, Fla. 33475; telephone (407) 288-2733.

• **USS LST 398** — Reunion May 17-20, Davenport, Iowa. Contact Robert Kammer, 1123 Kimberly Ridge Road, Bettendorf, Iowa 52722; (319) 355-3965.

• **USS Drexler (DD 741)** — Reunion May 17-21, Boston. Contact Gene Brick, 1304 Loper Road, Prineville, Ore. 97754; telephone (503) 447-5422.



# ALL HANDS Photo Contest

The *All Hands* Photo Contest is open to all active duty, Reserve and civilian Navy personnel in two categories: professional and amateur. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

**All entries must be Navy related.** Photos need not be taken in the calendar year of the contest.

**Professional competition** includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

**Amateurs** may enter single-image color print or color transparencies only.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views.

Minimum size for each single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three, black 11-inch by 14-inch mount boards taped together, excluding photo stories entered as transparencies.

Please use the entry form below and include the title of the photograph and complete cutline information on a separate piece of paper taped to the back of the photo or slide mount.

Certificates will be awarded to 1st, 2nd and 3rd place winners in each of the four groups. Ten honorable mentions will also be awarded certificates. Winning photographs will be featured in *All Hands* magazine.

Entries will not be returned to the photographer.

For more information about the *All Hands* Photo Contest, contact PH1(AC) Scott M. Allen or JOC Robin Barnette at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

**ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1990.**

For each entry, please indicate in which category and group you are entering the photograph. Attach a completed copy of this form to your entry.

## Single-image feature

- ☐ Black-and-white print
- ☐ Color print or transparencies (Prof.)
- ☐ Color print or transparencies (amateur)

## Photo story

- ☐ Black-and-white
- ☐ Color print or transparencies

Name: \_\_\_\_\_

Rate/rank: \_\_\_\_\_

Command: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Send entries to:

*All Hands* magazine Photo Contest  
Navy Internal Relations Activity  
601 N. Fairfax St., Suite 230  
Alexandria, Va. 22314-2007





Newest aircraft carrier ● Page 20

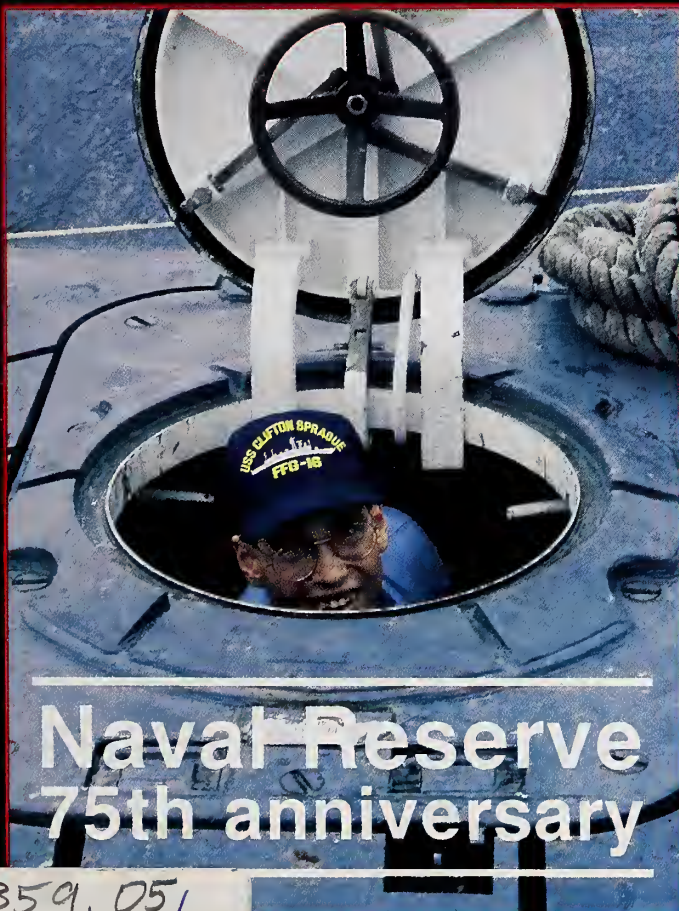




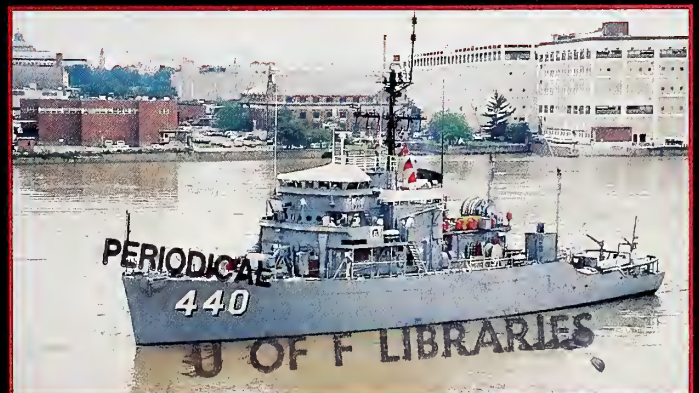
# ALL HANDS

MAGAZINE OF THE U.S. NAVY

MARCH 1990



Naval Reserve  
75th anniversary



359.05/  
A416 ✓





A sailor takes a quiet moment out of a busy day.  
Photo by PH1(AC) Scott M. Allen



D207.17:876

U.S. DEPOS. COPY

Secretary of the Navy  
**H. Lawrence Garrett III**  
 Chief of Naval Operations  
**ADM Carlisle A.H. Trost**  
 Chief of Information  
**RADM Brent Baker**  
 CO Navy Internal Relations Activity  
**CDR Connie L. Haney**  
 XO Navy Internal Relations Activity  
**LCDR Patricia J. Anthony**  
 Director, Print Media Division  
**LCDR John A. Marchi**  
 All Hands Editor  
**JOC Robin Barnette**  
 All Hands Assistant Editor  
**JO1 Lee Bosco**  
 Photojournalist  
**PH1(AC) Scott M. Allen**  
 Writers  
**Jan Kemp Brandon**  
**JO1 Melissa Lefler**  
**JO1 Dennis Everette**  
**JO1 Chris Price**  
**JO2 John Joseph**  
**JO2 Andrew I. Karalis**  
**JO3 Marke Spahr**  
 Associate for Art and Layout  
**Michael David Tuffli**  
 Communications  
**RM1 Adrian Baker**  
 Graphics and Typesetting  
**DM2 Mike Rodrigues**  
**DM3 P.V. Whitehurst**  
**William E. Beamon**

**All Hands** (USPS 372-970; ISSN 0002-5577) is published monthly by Navy Internal Relations Activity: 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Second-class postage paid at Alexandria, VA 22314, and additional mailing offices.

**Subscriptions:** Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Price: \$15, U.S. and FPO; \$18.75, foreign. Make checks/money orders payable to: "Superintendent of Documents, GPO."

**Postmaster:** Send address changes to NIRA, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007.

**Editorial Offices:** Send submissions and other correspondence to: NIRA, Print Media, Attn: Editor, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Phone (703) 274-6208 (AV 284-4455) for editorial; (703) 274-5953 (AV 284-4315) for distribution.

**Message:** NAVINREACT WASHINGTON, DC.

**Authorization:** The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

NIRA also publishes *Captain's Call Kit*, *Navy Editor Service*, *Navy Family Life-line* and *Navy News Service*.



# ALL HANDS

MAGAZINE OF THE U.S. NAVY  
 MARCH 1990 — NUMBER 876  
 68th YEAR OF PUBLICATION

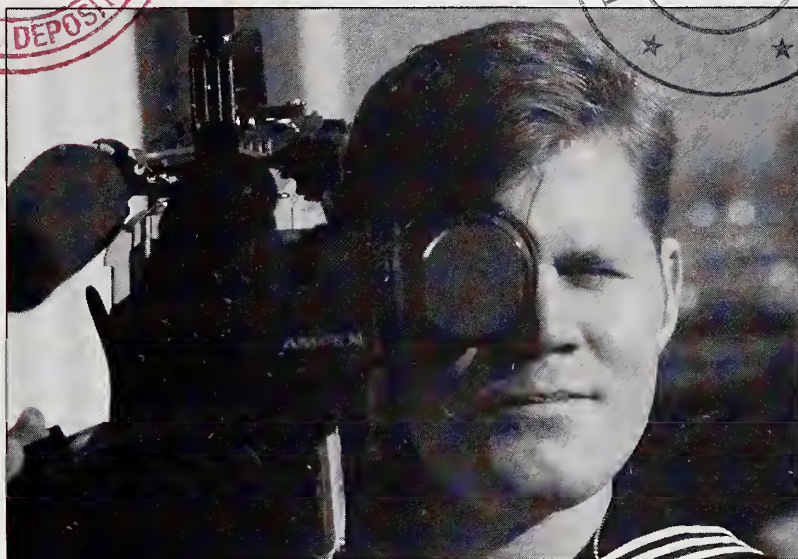


Photo by PH1(AC) Scott M. Allen

## Navy News This Week — Page 12

**4 NIS investigations**  
 Safeguarding Navy, Marines

**8 NIS students**  
 Training for an intense job

**10 NIS viewpoint**  
 Inside story on NIS

**12 On the air**  
 Navy News This Week

**16 The COD**  
 Delivering mail, parts, people

**18 Best kept secret**  
 Groton is for seafarers

**22 Kangaroo '89**  
 Forces team up for exercise

**24 Visit to 'Top End'**  
 Liberty, Australian style

**28 Ready when called**  
 Naval Reserve anniversary

**34 'Red October'**  
 Sailors "star" in movie

**39 Navy 'Ironmen'**  
 Sailors win military title

**2 News You Can Use / 42 Spotlight on Excellence**

**43 Bearings / 47 News Bights / 48 Mail Buoy**

**Front cover:** Scenes of daily life in the Naval Reserve. Clockwise from top: a P-3 in flight; doctors perform surgery; the reserve mine sweeper USS *Exploit* (MSO 440) under way. A reservist aboard the USS *Clifton L. Sprague* (FFG 16) takes a look outside. See 75th anniversary stories, Page 28. P-3 photo by Mark Meyer. Surgery and MSO, U.S. Navy photos. *Sprague* photo by Ens. William V. Breyfogle.

**Back cover:** USS *Permit* (SSN 594) is featured on the movie set of "The Hunt for Red October." The movie, based on a best-selling novel by Tom Clancy, was filmed on naval installations and cast active-duty sailors as extras. See story, Page 34. Photo by JO2 John Joseph.

359.05  
 A416



# News You Can Use

## Health

### Co-workers abusing drugs and alcohol

How does a supervisor or co-worker recognize if someone has an alcohol or drug problem? Substance abusers will rarely admit their dependency. There is no such thing as a complete checklist of signs, but an important key is to watch for marked changes in behavior.

- **Physical:** exhaustion, untidiness, blank stare, slurred speech, unsteady walk or changes in appearance after a coffee break.
- **Mood:** constant depression or anxiety, irritability, suspicion, mood swings.
- **Actions:** argumentative, excessive sense of self-importance, avoids talking with authority figures.
- **Absenteeism:** frequent "emergency" absences, often absent on Monday mornings, frequent unexplained disappearances.

- **Accidents:** takes needless risks, disregards safety of others, higher-than-average accident rate.

- **Work pattern:** inconsistent work quality and productivity, mistakes and carelessness, lapses of memory, increased difficulty in handling complex tasks.

- **Relationships:** overreacts to criticism, withdrawn, problems at home or at work, borrows money from friends.

If you recognize any of the above signs, call your command Drug and Alcohol Program Advisor. He or she has been trained to handle these problems. Supervisors can attend a one-day Alcohol and Drug Abuse Managers/Supervisors (ADAMS) training course outlined in NavMilPers Note 5355 of Aug. 25, 1989. □

## Financial

### Direct deposit explained on videotape

A Navy videotape explaining the benefits of direct deposit has been distributed to all ships, major family service centers and film libraries located in Norfolk and San Diego.

The 10-minute video, titled "Direct Deposit: Your Best Pay Option," shows how to enroll and highlights the benefits of electronic banking.

The tape also addresses concerns members have expressed about direct deposit, as well as the possibility that the program will be made mandatory for all shore-based sailors, overseas and stateside.

In the video, Master Chief Petty Officer of the Navy Duane R. Bushey talks about the advantage of direct deposit for active duty and reserve sailors. The tape is recommended for use in General Military Training and indoctrination division training. Its project number is 803488DN. □

## Travel

### Navy lodges make the difference

Personnel on accompanied Permanent Change of Station orders who are unable to get accommodations at a stateside Navy Lodge of their choice within 48 hours, will have the price difference paid for by the Navy at a mutually agreed upon commercial hotel or motel.

For reservations and more information on Navy Lodges in the continental United States call 1-800-NAVY-INN. □



## Health and fitness manual

A Command Fitness Coordinator Reference and Training Manual is available to help commands conduct their physical readiness programs.

The manual includes information on exercise, injury prevention, nutrition and weight control, fitness testing, body composition and risk factors. This manual helps prepare command fitness coordinators for certification as Navy exercise leaders with the American College of Sports Medicine.

To become certified, you must be an E-5 or above, have current cardio-pulmonary resuscitation certification, have passed the most recent PRT (including body fat standards) and be recommended by your commanding officer. The manual can be ordered by writing: Navy Publications and Forms Center, 5801 Tabor Avenue, Philadelphia, Pa. 19120 (stock number 0500-LP-175-4200). □

## Navy espionage hotline

The Naval Investigative Service has a toll-free, 24-hour-a-day espionage hotline.

Personnel stationed within the continental United States who suspect espionage or security violations, should notify NIS at 1-800-543-6289.

Personnel stationed in the Washington, D.C., area can call (202) 433-9191, and those overseas must contact their nearest NIS office.

Espionage and security violations can include unauthorized removal of classified materials from secure areas, contact with Soviet or Warsaw Pact foreign nationals, unauthorized copying of classified documents or any unauthorized disclosure of classified material.

See articles concerning espionage and other serious crimes that NIS investigates in this issue (Page 4). □

## OTIS location changed

Overseas Transfer Information Service, an office that provides immediate answers to questions about overseas duty assignments, has changed its location.

OTIS has moved to 1111 Jefferson Davis Highway, Crystal City, in Arlington, Va. The phone numbers are: Autovon 286-5932/34; commercial (202) 746-5932/34; or 1-800-327-8197. Phone lines are open Monday to Friday from 8 a.m. to 4:30 p.m., Eastern Standard Time. □

## “A” school program for GenDets

General Detail personnel (seamen, airmen and firemen) who are nondesignated have a new way to get into an “A” school. The Targeted “A” School Program, geared for sailors new to the Navy, was developed to improve manning levels of GenDets, and to offer a guarantee of an “A” school seat within two years after initial assignment. Benefits of TASP to the fleet and to GenDets include:

- Naval Military Personnel Command funding.
- 18-24 months initial assignment.
- Guaranteed “A” school and return to initial unit if a billet for rate/rating is available.

TASP will reduce first-term attrition and maintain a steady flow of GenDets into commands. Nearly 2,000 recruits enlisted under TASP in FY89 for school attendance within the next two years.

Successful integration of TASP sailors into initial commands is an important part of the Navy's strategy to improve GenDet manning, while providing an attractive program to those entering the Navy. For more information see NavOp 155/89. □



# Naval Investigative Service

---

*Civilian agents with the military's interests in mind*

---

Story by JO1 Chris Price

- 2,000 vials of heroin seized.
- Serviceman persuaded not to jump off a bridge.
- Suspect apprehended in baby murder case.
- Classified documents discovered during a house search.
- Substandard nuts and bolts found in military aircraft and vehicles.
- A sailor is asked to aid authorities in nabbing a spy.

All these situations were successful operations initiated by the team of skilled investigators and law enforcement agents known as the NIS — Naval Investigative Service. Their mission is safeguarding the interests of Navy and Marine Corps personnel and their families. Whether at a state-side shore station, a Marine Corps base or aboard ship, an NIS agent is available to help service members experiencing problems.

The organization dates back to the origins of the Office of Naval Intelligence in 1882. Today, NIS, headquartered in Washington, D.C., has 1,200 civilian agents worldwide who conduct criminal investigations and counterintelligence operations for the

Department of the Navy.

"We don't investigate petty crimes, like people stealing a tape dispenser from their office. That's the jurisdiction of the local master at arms," said Pete Segersten, deputy head of NIS Counterintelligence Directorate.

Segersten stressed that NIS investigates crimes of a different nature than would a base security department. NIS handles serious crimes such as mail theft, which is a federal offense, assault with a weapon, homicide, child abuse, missing, lost or stolen classified documents or property damage that could affect national security, and illegal drug use and sales. They shy away from investigating social gambling — but may intervene if a sailor is threatened because of a debt, or is involved in organized crime.

"We only investigate offenses that could put you away for a year-and-a-day," Segersten said. "NIS doesn't care if you have government paper clips in your house — although base security might. But if you have even one page of classified material, yes," he said, "you're definitely going to see a lot of NIS."



NIS works with other agencies such as the Federal Bureau of Investigation, for example, in cases of government fraud where millions of dollars are misused; with local authorities when foul play is suspected in a service member's death; or with the Department of Motor Vehicles to apprehend a suspect in a stolen vehicle case.

Because of the small number of agents available, NIS, working closely with the chain of command, may occasionally recruit a service man or woman to aid them in special projects. NIS may ask an average sailor, a Marine, or a civilian employed by the Department of Defense to contact a foreign agent and set the stage for NIS to apprehend a suspect. This ordinary person acts as a "double-agent" for NIS — with little change to his or her daily routine.

"It's a lot of hard work," said a counterintelligence agent, whose identity cannot be disclosed due to the sensitive nature of his job. "These people may have to keep secrets from everyone, including close members of their families and co-workers. We're asking them to adapt to living a



double-life," he said.

"People don't ask to become double agents," he said. NIS considers many factors when choosing a person as a double-agent and according to the agent "We don't pick a person out of a pile [at random]. It's a long, long process. It's a situation where we select you, then give you the opportunity to volunteer."

The investigators draft out a "straw man" or sketch of who they need, including gender, ethnic background and rank if military; then, they narrow the field to a few individuals.

"We look at their service records," the agent said, "and interview their commanding officer to find out what sort of people they are."

Even then, the selectees are unaware that they're being considered for a project. When NIS finally speaks with them, the conversation is under the guise of a security check. NIS asks various questions pertaining to security and world events — ques-

tions that determine whether the individuals have what it takes to conduct themselves in the presence of agents from a foreign power.

Although it might seem glamorous and exciting to be a double-agent, it's also a big responsibility, as one Navy officer stationed at U.S. Navy Facility, Argentia in Newfoundland, Canada, learned.

"LT Donna Geiger was surprised by the suggestion of serving as a double-agent for NIS," said the counterintelligence agent.

"We assured her it was strictly voluntary," he said. We wanted her to go aboard a Soviet research ship with a package of classified material approved by the Navy, take it to the captain, and tell him she was there to spy.

"She wasn't sure she could do it," the agent continued, "but we assured her we wouldn't have selected her if we didn't think she could do it." If it got to the point where she felt the

operation was putting undue pressure on her, or was affecting her career and mental well-being she could always bail out.

Geiger eventually agreed to work on the double-agent operation involving NIS, the Royal Canadian Mounted Police and the Canadian Security Intelligence Service. The project was code-named *Operation Station Zebra*.

On Dec. 2, 1986, Geiger walked aboard the Soviet ship. Between February 1987 and June 1988, she had five meetings with a man identified as "Michael." Geiger and Michael usually exchanged documents and money, or discussed what types of documents she should steal from the Navy.

Still, Geiger led a perfectly normal life as a Navy lieutenant, wife and mother while *Operation Station Zebra* was in full swing.

NIS had already identified "Michael" as Stephen Joseph Ratkai, a Canadian-born son of a Hungarian emigré, and a citizen of both Hungary and Canada.

When Ratkai and Geiger exchanged money and documents for the last time, Ratkai was apprehended by members of the RCMP. During his interrogation, he was asked about Geiger's performance.

According to the NIS counterintelligence agent, Ratkai said that Geiger had done "a tremendous job."

The volunteer may receive a commendation or award for participating. However, depending on the ongoing sensitivity of a counterintelligence operation, the circumstances surrounding the award and even the ceremony may be private. The volunteer may not be able to tell anyone the origin of the award. No one knows the reason why they wear it — except NIS, their commanding officer and people who make the service record

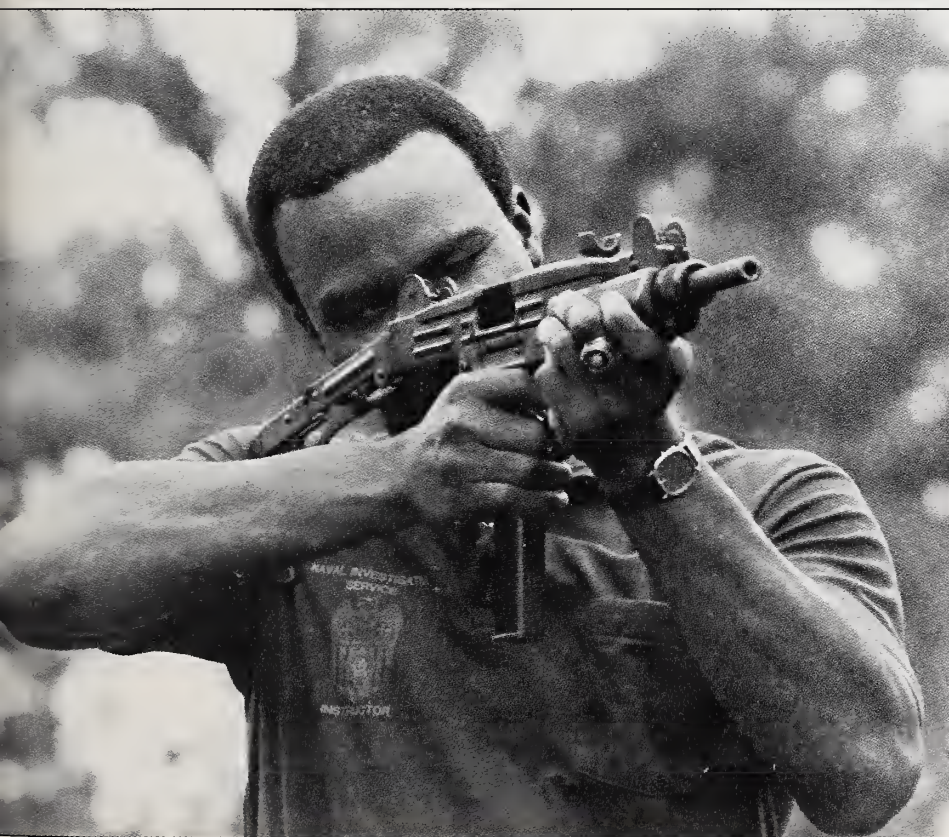


Photo courtesy of NIS

**NIS instructor Al Chester keeps his marksmanship skills sharp.**



entry. Rarely do they assist NIS in this capacity again.

Not all NIS cases involve capturing spies. Some NIS agents are assigned to fraud units. They make sure that whoever bids for a Navy contract is aboveboard and won't supply the Navy with inferior grade materials.

"Substandard materials can result in sailors working overtime repainting and repairing breakdowns — and can even result in death and injury," said Clifford R. Simmen, deputy director, Criminal Directorate (Fraud Department). "We make sure that whoever is bidding is legitimate, and not bribing government employees in order to get the contract."

In one fraud case in 1988, the general manager of a company supplying tools to the Navy was sentenced to prison for making false statements and claims for payment.

The company was found guilty of telling the Navy that 70 pneumatic-needle paint scalers, billed at \$110 each, had been manufactured by a U.S. pneumatic tool company. NIS discovered that the tools were imitations manufactured by a Taiwanese company, worth only \$32 each. The general manager and his company were convicted on four counts of contract fraud. The manager was sentenced by a U.S. District Court judge to a two-year prison term, and ordered to pay \$7,617 in restitution to the Navy.

Operation *Ill Wind*, a major fraud investigation centered in Washington, D.C., was begun by NIS and subsequently conducted jointly with the FBI.

*Ill Wind* began when a former military member who was working as a private contractor (his identity has not yet been released to the public), was approached by an individual who advised him to pay money in order to secure a contract up for bid. The former military member reported it to NIS.

The majority of the *Ill Wind* cases

---

***"NIS passes no sentence on you. We're only responsible for investigating and presenting the facts to the commanding officer. We don't put you in jail."***

---

were concentrated in the Washington area where many of the defense contractors are based. However, a related investigation, *Up Wind*, was conducted in New York, Florida and other places within the United States.

"We recovered \$59 million in 1989 alone," said Simmen, who played a major role in the investigation from the beginning. "And that didn't include property — it's an actual cash amount. All the money went back into the government's general fund."

"So far, we've had 24 individuals and three corporations either plead guilty, or they were convicted in federal court. We expect *Ill Wind* to go on for at least another year," he said.

Another branch of NIS is the Crimes Against Persons Division. These agents investigate assaults and homicides involving sailors with sailors, civilians who victimize sailors, and sailors who victimize civilians.

NIS participation depends on the severity of the crime. In the case of an assault, a weapon must have been used or serious injury incurred for NIS to be involved in the investigation. U.S. military personnel overseas who commit violent crimes against foreign nationals or who violate the laws of the foreign country are subject to the fines and imprisonment governing the host country. NIS works with the foreign police departments to resolve these matters.

"Serious crimes reported to us have

been on the decrease because of the quality people we have in the military today," said Richard Allen, head of Crimes Against Persons, Division of Criminal Investigation Directorate.

"We should be very proud of most of our sailors and Marines, because they're good, honest and straightforward people," he said.

According to Allen, however, the lower the age group in the population, the more likely the occurrence of criminal activity.

The Crimes Against Persons Division oversees the investigation of crimes affecting families at the home base when a ship or squadron is deployed. NIS agents are also permanently assigned to aircraft carriers and battle groups and to overseas bases for sailors' protection.

Unlike fraud investigations where large dollar amounts are recovered, the Crimes Against Persons Division deals specifically with people, both victims and witnesses. After NIS conducts its crime investigation, the information is given to the commanding officer for the ultimate decision on what action is to be taken.

"NIS passes no sentence on you," Allen said. "We're only responsible for investigating and presenting the facts to the commanding officer. We don't put you in jail."

Despite NIS's careful and thorough investigations, sometimes it still isn't possible to know exactly what happened in a crime.

"After digging up all the facts we





Photo courtesy of NIS

**Undercover NIS agents play major roles in apprehending foreign spies.**

sentatives and the family service center. NIS agents and psychologists specially trained in interviewing sexually abused children were put on the case.

Allen considers this type of investigation the most sensitive of all NIS work.

"Since we don't believe in catching the sailor in the act, or using a hidden video camera in these cases," Allen said, "we had to interview the children to get the information. We would never place children in a dangerous situation [by apprehending a suspect at the center]."

The sailor, who had access to numerous children while employed at the center, was court-martialed and sentenced to 10 years in prison.

NIS is sometimes criticized — some people think the organization "picks on" junior Navy personnel.

But NIS can — and has — investigated anyone who may have broken the law. This is one of the primary reasons why NIS is composed of civilian agents — everything is applied equally and across the board.

Segersten feels that some service members think that NIS is out to get them, when in fact, the organization is there for their benefit. The Navy and Marine Corps can only benefit when substandard equipment is replaced by top-of-the-line national brands; and when sailors who sell classified documents to make money — who betray their shipmates and country — are removed from the ranks. Service members needn't comb the streets looking for a drug pusher who sold dope to their children, either.

All these jobs are accomplished by a team of civilians who have the best interests of sailors and Marines in mind — the Naval Investigative Service. □

*Price is a writer assigned to All Hands.*

can find, it's really difficult to tell a parent that we don't know why their son or daughter was killed," Allen said. "But we're willing to work with families to resolve any issue.

"Our greatest obstacle is that some families have never heard of us," Allen said. "They don't know the Navy has an investigative arm."

Crimes involving child sexual abuse are a major concern to the Navy, as it is throughout American society. In 1982, NIS worked 153 cases of child sexual abuse. In 1988, the number of cases rose to 807: the increase was due to heightened public awareness.

In one case recently investigated by NIS, a male petty officer was a part-time worker at a base day care facili-

ty, supervising children ages three to five.

Some personnel at the facility became suspicious when the sailor massaged the children's arms and legs when they were restless — but the staff had no proof to accuse the sailor of sexual abuse. The sailor had gained the trust of the children during the four months he worked at the center, and his touches were not frightening to them.

However, a mother became concerned when she saw her child sitting on the sailor's lap covered with a blanket. The parent questioned the child, who described how she had been touched.

NIS immediately became involved, along with base medical, legal repre-



# NIS

## *Students train for an intense job in the fleet.*

Story and photo by JO1 Chris Price

Valerie Cernosek gets up each morning and puts on a pantsuit that wouldn't exactly put her on a "best dressed" list — blue shirt, matching trousers with tennis shoes. Occasionally, she'll wear a blue sweater with the ensemble. Stitched on the breast pocket is the abbreviation of the agency Cernosek will work for in two short weeks — NIS.

Cernosek walks in the chilly air to a brick building where breakfast is being served. The cooks at this huge restaurant boast of feeding 67,000 per year. The crowd and clamor resemble a department store on Christmas Eve, and Cernosek chuckles out loud — while straining to see where the line begins and ends — and wonders whether 67,000 isn't the number of people served at each meal.

Cernosek is a professional golfer, and the daughter of a retired Navy chief petty officer. She is one of hundreds of students under instruction at the Federal Law Enforcement Training Center at Glynco, Ga. The basics in law enforcement are taught to new agents of 67 federal agencies such as Secret Service, Customs, Bureau of Alcohol, Tobacco and Firearms, Border Patrol and the Naval Investigative Service Command — the organization assigned to provide investigative and counterintelligence support to the Navy and Marine Corps.

For 14 weeks, students are in-



**NIS student Anthony Sideris listens intently to a critique of a class exercise.**

structed in law enforcement oriented defensive driving, take part in criminal law investigative techniques and court testimony exercises, practice marksmanship, learn apprehension techniques, undergo physical fitness training and take written exams. Once this portion is complete, each agency conducts follow-on training to address its own individual needs. The

NIS chooses to conduct six weeks of "add-on" classes for its students.

Simply knowing federal law enforcement isn't enough to make students successful NIS agents in the fleet. They need to know military law as well.

Until the add-on classes, some NIS students are unaware of Navy customs and traditions. Many don't know the Navy and Marine Corps chains of command and terminology. Some have never seen a "crackerjack" uniform except on television. The only thing they might know about NIS is what they've been told — that NIS is the "investigative arm" of the Navy and the Marine Corps.

The extra six weeks of school is designed to correct these shortcomings.

During the "add-on" students learn to write detailed investigative reports and case summaries on a computer, take language aptitude tests, learn the chains of command and military language. For some, the new experience can be frustrating. The classes, which usually run from 7:30 a.m. to 4:30 p.m., followed by after-hours study and physical fitness, can make students disenchanted, weary and annoyed. Some feel they'll never master the computer, the endless paper work or memorize the significance of red and gold stripes and hashmarks. There is usually one attrition per



every class of 48 students.

"My dad was ecstatic when I applied to NIS," said Cernosek, who knew little about NIS except what she heard while growing up — that NIS was similar to the FBI. Although a good student and in the top of her class in marksmanship, Cernosek found that learning about military procedure didn't come easy. In spite of it all, she looked forward to her new assignment with the NIS fraud unit.

"Because the fraud unit recovered \$59 million from Operation *Ill Wind* in 1989," Cernosek said, "it sounds like my job is secured for a while."

NIS has an outstanding image with the other law enforcement agencies at the school, even though they've had some negative press lately.

"Our organization has a good reputation. If it didn't, then these students would be looking for a way out of here," said Special Agent/Instructor Darryl Toler at the training center. "Instead, high quality people are turning down other job offers to work with NIS."

"I think the students here are extremely sharp and the training is excellent," said a student named Greg Jones, a Naval Reservist, formerly with the Secret Service.

Thirty percent of NIS applicants are fresh out of college and were recruited at job fairs. Some have no long-term work experience. Another 30 percent are former military from each of the branches. Many are former law enforcement officers or ex-policemen, state troopers or government employees.

Applicants must have a college degree, be in good physical condition, pass a security background investigation, and be pre-screened by an investigative panel.

All NIS students competed heavily for their present status — some waiting six months to two years to attend school. Only one out of every 25 applicants is accepted.

The students' final school project takes them 30 miles from the Federal Law Enforcement Training Center to the Naval Submarine Base at Kings Bay. There, they conduct mock investigations of a warehouse theft, an assault at the enlisted club and make an arrest at the Marine barracks. They also go aboard USS *Canopus* (AS 34) to investigate a property theft. Active duty personnel are used as actors.

Students must apprehend and interrogate the suspect, brief the base ex-

---

***"We believe in looking good and living a clean lifestyle."***

---

ecutive officer, write a report and testify in a mock trial similar to captain's mast — just as an actual agent in the fleet would do. Students are graded on everything — including how well they read the rights of people they arrest.

According to Tim Parker, an observer who stands close by with a notepad and video camera, "It's OK to mess up in training."

Those who mess up — know it. To them, this score will reflect their entire reason for coming to the training center — to prove that they can work hard in the fleet.

"The crime level in the military isn't as small as you think," Toler said. "The Navy and Marine Corps consists of good people — but there's still enough crime to keep us busy."

"The severity and complexities are just as grave in the military as they are on the outside," he continued, "and an NIS agent probably has a greater caseload than his counterparts in other federal agencies, so we won't take a back seat compared to them."

NIS is a comparatively small and close-knit group of 1,200. They participate in reunions and distribute

newsletters to members. There are only 50 military personnel in their ranks.

Agents work in three specialties: general crime, foreign counterintelligence and fraud. They may also be called on for protective service details. All agents must possess a degree of proficiency in each specialty, and according to Toler each job category has its share of danger.

NIS agents do carry guns, and are stationed worldwide for two- or three-year tours — at shore stations, on aircraft carriers and at overseas locations. Agents complete a duty preference sheet just as military personnel do, and may be given a choice of two or three locations.

There is no written rule that NIS agents can't socialize with government employees or military personnel in their off-duty time. But due to the sensitivities of their jobs, many appear to live isolated in the military communities. Many agents have to carefully choose their friends — narrowing down the probability of having to investigate them in the future.

"When I was assigned to Adak, Alaska, it was tough socializing," said Special Agent/Instructor Al Chester, a former All American at Florida A&M. "Agents have to practice good common sense and judgment in choosing companions," he said.

NIS agents take pride in their work and meet high professional standards. For example, they aren't told how to dress, but they are advised throughout their careers that sloppiness doesn't represent professionalism.

"We believe in looking good, and living a clean lifestyle in a high-stress job," Chester said. "NIS is a great place to work. Obviously, I'm biased, but I think our agents are head and shoulders above the rest."

"We really have good people." □

*Price is a writer assigned to All Hands.*



# NIS viewpoint

All Hands met recently with RADM William L. Schachte Jr., Commander Naval Investigative Service Command, to find out more about this Navy organization that is often in the news and, seemingly, just as often misunderstood. What follows is a summary of what ComNISCom had to share.

**On the variety of services NISCom provides sailors.**

In essence, this is what the Naval Investigative Service Command is really all about — we protect the Navy's people, the Navy's property and the Navy's secrets.

For example, we handle all the security clearances that are given to Navy personnel, Marines and Department of the Navy civilians. We have an account of about 1.3 million security records that we are responsible for.

When Navy ships deploy, we conduct drug suppression operations in foreign countries to ensure that the foreign ports our ships visit are as clean and clear of drugs as possible. We also work very closely with the ships' COs on a day-to-day basis in anti-drug matters.

We also have a very active white collar fraud program to ensure that the equipment Navy and Marine Corps people operate and the ships that they ride comply with the contracts that were let to build such items, and that we were not short-changed by failure to provide the appropriate materials required under

the contracts. We also have agents at various production plants in an oversight capacity.

We also man the Anti-terrorist Alert Center, which operates on a 24-hour basis. It's a fusion and inter-

---

***"...we are committed to ensuring that the Navy's people, the Navy's property and the Navy's secrets are protected. We are here to serve."***

---

pretation point Navywide to provide assessments to the fleet on the latest information that's available to our government on suspected terrorist activities. And we do this for specific sites, depending on what port a ship might be visiting, for example.

At the other end of the spectrum, we also have a program for children — the identification package "IDENT-A-KID," available at base security offices to give parents a method of positive identification of their children.

These are but a few examples of how we protect the Navy's people, property and secrets, encompassing a wide range of programs and services.

**On a DoD Inspector General study of NISCom's investigations of USS Iowa (BB 61) gun turret explosion last April.**

The DoD IG study was an unbiased third party look at NIS procedures and methodology.

I'd be happy to point out to you the results of the study by the Inspector

General of the DoD who looked into our handling of the Iowa investigation. The review concluded that the NIS investigation was thorough, complete and expeditious. All logical investigative leads were covered.

That included those that required examining the background of persons closest to the explosion. Further, NISCom had appropriate safeguards in place to ensure the security of the investigation. In essence, the Inspector General

gave us a clean bill of health.

Here again, we are dealing with an entity that is well known and highly regarded by Congress as well as DoD, because of its independence and thoroughness.

One thing I'd like to stress is that our mission is to collect information and data. We don't interpret it to reach legal conclusions. That is done by someone else. We provide that information to a U.S. attorney, a Navy trial counsel for prosecution or, in the case of a major investigation, the Judge Advocate General Manual investigating officer.

**On the ability of NIS to provide unbiased investigations of the Navy.**

Actually it is not really "the Navy investigating the Navy." There are several people who have oversight responsibility for our investigations. The DoD Inspector General on criminal matters, the Navy IG on procedural matters, the Deputy Under Secretary of Defense for Security Policy for matters concerning counter





Photo by Gary M. Comerford

**RADM William L. Schachte**

espionage and counterintelligence operations. You can add Congress — and look at the GAO investigation that took place on the [Sgt] Lonetree case [of espionage in the Soviet Union] as well as the investigation that is pending from GAO on the *Iowa*.

And we have investigative independence by the nature of the way the operation works. I am responsible directly to the Chief of Naval Operations and Secretary of the Navy. And I can assure you that any time we have an investigation our purpose is to thoroughly and professionally get to the bottom of whatever it is we are investigating.

Our command structure is set up so we are not influenced by local commanders or their chain of command. I am sure commanding officers will tell you that we are conscientious and independent. I am tasked by the Secretary of the Navy to ensure that our investigations are fair and thorough and that rank is not a consideration.

But I want to stress at the same time that we are a service organization. Getting back to our very title — Naval Investigative Service Command. We are here to help.

**On NIS involvement in drug inter-**

**diction and other control efforts.**

We work very closely with local law enforcement entities, as well as the FBI in the areas of drug interdiction. The main focus is, of course, on Navy and Marine installations, bases and aboard Navy ships. Pursuant to these efforts we also have the military working dog program under NISCom, which has been very successful.

We work with local officials in foreign ports in drug interdiction. Sailors, working with NIS and local authorities, go into the port before a ship arrives and attempt to buy as many drugs as they can. The local authorities are with us and bust the drug sellers immediately. So, by the time the sailors get off their ship for liberty, there's no one around who wants to sell to a sailor. That's an example of what we are doing overseas to attack the drug problem with great success.

We have programs on bases to educate people about drugs — we've been very aggressive in that. And now we are trying to see how we can help with the collection of information — the intelligence end of this matter.

We've always been actively involved in drug control efforts.

**On what people would see in the news about NIS if "good news" was reported more often.**

They'd see the annual award ceremony for the association of federal investigators — last year four people got awards as criminal investigators of the year, two were FBI and two were NISCom agents. That demonstrates professionalism.

They'd see the *Station Zebra* case in which we ran a naval officer as a double agent. It was very successful in bringing to justice a foreign spy who in all likelihood was going to penetrate the United States. We worked closely with the Canadians on this case. In fact, this was the first prosecution under their country's new espio-

nage law. The Canadians were extremely pleased with the way the case was run. Cases of that genre would be in the press. (See story, Page 4.)

They'd see many local activities involving members of our command, some involving heroism. For example, this past summer two of our off-duty special agents rescued a man and a young girl from a waterway in Norfolk. They went into the water and pulled them out.

Unfortunately, some of the work we do — the risks our agents take when they get involved in drug operations and other dangerous, high stress activities — can't be publicized because it might hamper our investigations.

But we are not in the business to generate news. We are here to perform a service for the Navy.

**On what message he'd like to give sailors about NIS.**

NISCom is a command composed of highly competent, dedicated professionals. Our special agents are all college graduates, highly motivated and well-trained. We are committed to ensuring that the Navy's people, the Navy's property and the Navy's secrets are protected. We are here to serve commanding officers and others who need our help. And that's the way we should be viewed.

We have the very highest of professional standards. You can see this in any of the reports done by independent oversight agencies like GAO or the DoD IG.

The 99.99 percent of the sailors and marines who are law-abiding should take comfort in the fact that NISCom is here to protect them. But if I were someone involved in drugs or other crimes, I'd really be concerned about NIS. Our successful track record establishes it is just a matter of time — they can run, but they can't hide. □



# On the air

---

## *Navy News This Week.*

---

Story by JO3 Marke Spahr



"When the 7th Fleet Band plays — people listen. And playing in China was no exception to that rule," said Journalist 2nd Class Quintin D. Lyton, a "Navy News This Week" anchorman, as he opened a story taped in Shanghai, China, last May.

As he spoke, the camera operator zoomed in for a medium shot of the band. The news piece continued, eventually closing with a closeup of Lyton, "I'm Navy journalist Quin Lyton, Shanghai, China."

A crowd of Chinese bystanders watched Lyton complete his segment. Once off camera, they surrounded him. Some came so close to Lyton their faces were inches from his. They all wanted to meet this American "celebrity."

"They saw the cameras and thought I was a celebrity. They kept saying, 'Can I have your autograph?' over and over again," Lyton said, laughing, "so I gave it to them."

The weekly news program provides the fleet with the latest news and in-

formation on issues and policies affecting sailors and Marines. It's an important job — and one that journalists and photographer's mates assigned to NNTW enjoy. However, there are many tedious duties JOs and PHs perform to give sailors the best information possible.

As soon as JOs or photographer's mates report aboard NNTW, whether they've had years of broadcasting experience, or just graduated from "A" school, they're involved in the production of the news.

"When I arrived at Navy broadcasting, I worked twice as hard to come up to speed with the 2nd and 1st classes," said JO3 Cathleen Kemp, who's assigned to one of Navy Broadcasting Service's mobile detachments. "I felt really intimidated because all these people had worked hard to get here, and here I come right out of 'A' school.

"Sometimes I wish I had the background the other JOs and photographer's mates have, because it's a

real disadvantage not being familiar with certain things. One time I did an interview with the commander in charge of Navy SEALs," Kemp continued. "I felt really embarrassed when I asked what his pin meant and he told me it was a SEAL insignia."

The junior PHs have similar misgivings. "Most of us PHs came from 'A' school, where we didn't have motion picture training," said PH3 Keith A. Tayman. "When I got here I trained on the job shooting gate guards [with a TV camera] to get my sequences down. We really didn't have any classes on it, but we learn more everyday from the senior PHs."

But, whether they're experienced or new to the business, everybody who's assigned a story starts with research.

"If we have advance notice on a story we gather background information," said Lyton. "We go through files, message traffic and news articles. Then we call the public affairs officer in the area we're going to and have interviews set up."





Photo by PH1(AQ) Scott M. Allen



Photo by PH1(AQ) Scott M. Allen

**Left: Behind the scenes on the Navy News This Week set. Above: Every member of the NNTW team has to do the best possible job to sustain the program's professional quality.**

Research helps the JOs to understand more about a subject so they can tell others about it. But the best way JOs get a feel for a story is by actually working side-by-side with fleet sailors.

"My job is to tell the guy on the flight deck what the sailors in the boiler room are doing. To do this I've got to be there doing it, too," said JO2 Bill Oosterink. "If I'm doing a story about a boiler tech, I may not be turning the wrenches, but I'm right there watching him turn wrenches. Then I have to come back to my desk and write about what he did."

"The ultimate compliment is when people say they understand the stories," said Lyton, "because if they don't understand a story, that means we didn't understand the story well enough to present it to the viewer."

By tradition there's a rivalry between Navy PHs and JOs — video vs. words. The relationship between NNTW PHs and JOs, however, is a good one. Both agree that they have

to be able to work well together to get their stories across to the fleet.

"We don't have any problems working together. Both understand that doing NNTW is a team effort," said JO2(AW) Gene Brink, an anchor for NNTW. "I'll tell the PH all I can about my story, the PH will make suggestions, too, and our combined ideas make the best shots."

"I've learned that we need to really be professional about our work," said PH3 Claudia Corbin, a camera operator. "Their stories wouldn't be news without video and there wouldn't be video without the PHs and the JOs communicating."

"We talk about what we want to get out of a shoot, before we get out there," said Lyton. "We leave the shooting to them. When they're done, we help carry the gear."

"Once we get back from the shoot we sit together in editing and choose the video, or 'B-roll' we need to go with the narration or 'A-roll,'" said Lyton. "The PH will remember certain shots and say, 'Hey, I've got a perfect shot for that sound bite.'"

Before the JOs and PHs even arrive in China, or Scotland or wherever their stories may be, they reread interview questions, rethink their story focus and discuss the video. And,

once they step off the plane, long work days begin. Brink said his work days in Holy Loch, Scotland, ran from 5:30 a.m. until midnight some nights.

JOs and PHs constantly drive from one interview to another when they're on the road — carrying a carload of heavy camera equipment and lights.

"When we arrived in Holy Loch, Scotland, we had so much equipment in the car, there was hardly room for me," said Brink. "Here I am — the first time I've ever been to Scotland and I'm crouched on the floor and can't even see out the car window!"

"We were constantly running around to the different bases and interviewing people," Brink said. "When we got back to the hotel we stayed up late going over interviews, writing notes, beginning our stories, and talking about what we needed to do the next day. It was tiring."

Feeling tired isn't unusual among the JOs. Working long hours, dragging heavy equipment around, traveling from interview to interview, missing lunches and struggling with words to say the right thing every week could make anyone tired. But, the job is also rewarding enough to make them forget about it.

"Your adrenaline is flowing — you get so into doing the news it keeps you going," said Oosterink. "Take the USS *Iowa* [BB 61] incident when 47 shipmates were killed. That could have just as easily been you or me."





Navy news is something that relates to you personally."

Returning to Naval Station Anacostia, Washington, D.C., is a relief from the traveling. But the not-so-exciting work begins here. The JOs hit the word processors to write scripts and then sort videotapes to find video to support the script.

"Most of our stories run about 90 seconds long," said Brink, "but we put in 30 to 35 hours to put together a story by the time we've researched, interviewed and written the script and put the sound bites and video together."

NNTW is affectionately known as the "27-minute monster" by those who put the show together: the Navy and Marine Corps officers, photographer's mates, journalists, interior communications electricians (who maintain the equipment) and the civilians.

The 27-minute monster consists of about 10 to 15 "packages" per show. A lot of field stories come from fleet support detachments in San Diego, Norfolk and Pearl Harbor. Other

broadcasting detachments located all around the world also send in stories.

"The stories come in and I edit them," said PH2 John Carnes, an NNTW editing supervisor. "The stories that come in are good, but they need polishing. I change the stories around and take out unnecessary sound bites and try to make the stories match our format. Then I add name keys and things like that."

Tuesday is always a "hot" day for NNTW staff. This is the day everything has to be completed and made perfect, because Wednesday they tape the show.

"It seems like important Navy news always happens on a Tuesday," said Lyton. "The time I remember most is when there were a string of Navy accidents after the *Iowa* incident. We had to change our whole line up Tuesday and gathered what file tapes we had, Navy messages and set up whatever interviews we could get.

"Then we came in on Wednesday morning and another incident had happened overnight," he continued.

"We changed our line up once again."

A lot of different people in different roles get their hands into the taping of the show. In the studio are the anchors, camera people, teleprompter person and floor director, who prepares the set, brings out the teleprompter, makes sure the microphones are turned on, the studio doors are closed, the phones are off and the scripts are handed out.

The PHs take turns floor directing.

"I relay the information from the control room to the set and use hand signals to tell the talents what the director wants them to know," said PH3 Corbin. "I hear everything from my headphones. A lot of times things won't go perfectly and we have to tell the talent to 'cut . . . start again' and why we're starting again."

When anchors are seated in the studio, the floor director also makes sure their uniforms are squared away and their microphone wires aren't visible. The anchor person's appearance on camera is very important, because everyone throughout the Navy will be watching the program.



Left: NNTW's modern control room is as state-of-the-art as civilian television studios, with two-way communication. Below: JOC Keith Lebling discusses a story change with news anchors JO2 Lyton and JO2 Brink.



Photo by JO1 Lee Bosco

because everyone throughout the Navy will be watching the program.

"We have to make sure the talent's uniform is perfect," said Corbin. "Once a talent's hair wasn't perfect, too trendy, and someone called in about it. We're under a very critical eye."

In the "Green Room," a small room with a big TV monitor, sits the associate director for news and production, assistant news director, assignments editor, and the Marine Corps field liaison officer. Each holds a note pad in one hand and a script in the other. They watch the show while it's being taped for clear speech, emphasis and to make sure the anchors stick to the script. If a change must be made, they run down the hall to the control room.

The director, assistant director, technical director and a producer sit in the control room.

The director is responsible for the whole production and communicates with the floor director through headphones. An assistant director counts down the time and calls up the name keys. JOs and PHs rotate the job of assistant director each week. The technical director controls the keyboard.

"When it's your turn to be assistant director you have to know everything

there is to know about the show," said JO2 Oosterink. "You have to know how long every story is and what it's about, how it starts, how it ends. You have to keep the director informed.

"It's a very high pressure situation. You come to work earlier than everybody else. You go home later than everybody else," said Oosterink. "When we did the story about the Iowa incident, I was here until 4:30 in the morning, then I was back at 8:00 in the morning to make sure we didn't have to change anything before we started taping."

Each anchor has his or her individual way to prepare for reading the news before going on camera.

"When I drive to work on Wednesdays, people think I'm crazy because I do mouth exercises while I drive," said Brink. "One day I was stopped at a red light and I was stretching my mouth to 'aaaa . . . eeeee . . . iiiii . . . ooooo . . . uuuuu,' and I looked over and this guy was just staring at me. It was embarrassing."

"I just pretend I'm doing the show live so I concentrate a little harder when I'm reading the news," said Lyton.

As the show begins, the anchors read the script from a teleprompter. But, just in case the teleprompter fails, they have a paper copy of the script in front of them on the news desk.

"One morning I looked up and the script was rolling backwards," Brink said, chuckling. "Then I read from the copy I had in my hand."

No equipment is "foolproof" and trying to keep it working right is one of the most important jobs in producing Navy News This Week. Interior Communications Electrician 2nd Class Joan Harnette keeps NNTW on the air. She repairs damaged equipment, orders electrical parts and operates the equipment every day.

"The hardest part of my job is trying to make sure everybody's happy. You try to please the majority," said

Harnette. "You'll get one journalist who says 'I don't like this this way,' so you have to adjust things."

Along with repairing equipment, or setting it up to meet a JO or PH's needs, she often battles with "operator error."

"A lot of times people call me to fix something, but the equipment is working properly — they're hitting the wrong button," said Harnette.

Each time a new NNTW program is completed, Harnette forgets the problems she's encountered that week.

"The best part of working at NNTW and seeing a finished product is knowing all your work went into it and knowing they're going to like what they see," said Harnette. "When I was overseas, I used to watch NNTW. It was my main connection to the United States. Being here I feel like I'm doing something for people out there. That's important because I feel this is what the fleet wants to see."

Harnette isn't the only person at NNTW who gives a lot of thought to what her job means to herself and to the fleet.

"Hopefully sailors enjoy the program," said PH2 Carnes. "We try to entertain them as well as inform them. It makes NNTW closer to a news magazine format than an evening news broadcast. I'm proud of what comes out of here."

"I've wanted to work at NNTW ever since I left 'A' school," said Brink. "It took me five years to get here. I like knowing that when I'm looking into the camera, I'm telling individuals about what is affecting them."

"I want the sailors to know that I'm doing my best to give them the best information I can," said Oosterink, who added that there's always going to be new information to put out. "There are thousands of people in the Navy. That's how many different stories there are still to do." □

*Spahr is a writer assigned to All Hands.*



# The COD

## *Delivering mail, parts, people*

Story and photos by JO2(SW) Joe Gawlowicz

Four Navy logistics support squadrons provide a vital link between shore stations and at-sea aircraft carrier battle groups. Tasked with "carrier on-board delivery" service to the fleet, the COD squadrons fly C-2A *Greyhounds* capable of carrying five tons of cargo.

These squadrons make up one of the Navy's most far flung commands. Norfolk-based VRC 40 covers the Atlantic Ocean from Norway to Venezuela and Corpus Christi, Texas, to Mildenhall, England; Sigonella-based VR 24 supports carrier battle groups in the Mediterranean; San Diego-based VRC 30 provides support along the West Coast; and Philippines-based VRC 50 supports western Pacific Ocean operations.

"We provide mail, parts and people to the fleet," said LCDR John F. Cullinan, VRC 40 operations officer. Cullinan orchestrates the squadron's aircraft according to arrangements made with the carriers before deployment. One of three detachments follows the carrier to its operating area and supports it from a nearby base, making support quick and economical.

Mail is important to sailors at sea, and a carrier receives an average 1,500 to 2,000 pounds of mail a day while deployed, according to Senior Chief Postal Clerk George C. Piette, postal officer aboard USS *Dwight D. Eisenhower* (CVN 69). That means the arrival of the COD flight is a happy event for sailors.

"When I was on USS *Ranger* [CV 61], I was glad to see the COD come on board because I knew my mail was on it," said Aviation Electronics Technician 2nd Class John Reardon, eyeing a VRC 40 *Greyhound*. Now working in

VRC 40's quality assurance division, he makes sure maintenance gets performed correctly so that the squadron's seven C-2s are always available.

In terms of operations, the COD is essential.

"If you've got an airplane sitting there waiting on a part, it can't do the job it was designed to do," said Senior Chief Aviation Structural Mechanic (AW) Harry Miller. "The parts are the thing. If we don't have a plane up to take that part out there, then you've got a carrier out there that's basically useless." As VRC 40's maintenance production chief, he makes sure all maintenance repairs are performed quickly.

"There's a lot of maintenance effort — a lot of people in the trenches who make these things happen correctly," said Cullinan. "That airman washing the airplane is as important to me as a plane captain or pilot in many cases. All that effort keeps the COD on time, or the squadron gets a black eye for being late. And you don't want to be late with the list of passengers you need to carry." Senators John Glenn and Daniel Inouye, clothing designer Oscar de LaRenta, Barbara Mandrell and her band have all flown with VRC 40. Thousands of other legislators, journalists and interested citizens are invited to "COD out" to operating carriers every year.

"Taxpayers are provided the opportunity to visit the ship and see what their tax dollars are doing," said Cullinan. "What we do is no longer something in a movie, it is what the visitors experience. When they land aboard a carrier and feel the deceleration from 135 knots to zero in 400 feet, it's dramatic."







**Far left: A ground crewman gives start-up and taxi signals to the pilot of a COD loaded with mail and visitors headed for USS *Dwight D. Eisenhower*. Above: Before take-off, all cranials and life vests must be securely fastened. Left: Mail is loaded into a VRC 40 COD aircraft for delivery to *Eisenhower*.**

Soviet Field Marshall Sergei Ahkromeyev felt the drama when he trapped aboard USS *Theodore Roosevelt* (CVN 71) July 7, 1988, in a VRC 40 *Greyhound*. It was the first time a Soviet general had been to an operating aircraft carrier and observed U.S. naval power in action.

Some special passengers aren't looking for tours. When USS *Bonefish* (SS 582) caught fire off the Carolina coast in April 1988, VRC 40 ferried medical, diving and engineering support personnel and equipment to USS *John F. Kennedy* (CV 67). Within one 24-hour period during the rescue operation, VRC 40 carried more than 27,000 pounds of cargo and 48 disaster-response personnel to the accident site.

Some passengers are sailors — transferring, on emergency leave or going ashore for medical treatment — who just need a lift.

Whatever the mission may be, they all start the same: a message from the carrier detailing its needs, whether the need is seats for passengers, room for mail, space for cargo.

The pilots are briefed on mission requirements. An in-flight plane captain makes a thorough check of the air-

craft's systems, surfaces and safety devices. A loadmaster calls the shots on the cargo deck. He's trained to load and balance the plane.

Like a flight attendant on a commercial aircraft, the loadmaster briefs passengers on safety precautions and emergency procedures before boarding — but for the passengers, the similarity to a commercial airline ends there. Everyone must wear headgear to protect against hearing loss; inflatable life vests are snapped on to protect against the unthinkable.

Once on board, many passengers are surprised that up to 28 people can be seated facing backwards in this tight space. Restraint harnesses go over shoulders and around waists to hold passengers firmly during the COD's arrested landing and catapult launch. The easy takeoff from an airstrip from a base ashore is nothing compared to the sudden stop when the COD is snagged by the cable stretched across a carrier's deck.

As passengers step out through one exit, a shore-bound load is brought in through another. Having satisfied the carrier's logistics needs, the COD is soon airborne and heading for land.

A technician is happy to see that vital part come into his shop, the commanding officer is happy to show off his ship to visitors, and for many sailors the best thing about the COD is the mail.

As VRC 40's operations officer said, simply: "Mail, parts, people." The COD is vital to the fleet — essential to operations and to morale. □

*Gawlowicz is assigned to USS Eisenhower (CVN 69).*



# Best kept secret

*Tradition makes Groton a town for seafarers.*

Story by JO1 Chris Price



U.S. Navy photo

Everyone in Groton, Conn., jokes about spring's rainy weather, but most would agree that when it's beautiful in summer, it's truly the best. Groton may be one of the best kept secrets of the East Coast. The name conjures up images of periscopes and whalers, submarines and sailors, fresh air and fresh fish. These are all found in Groton, plus an assortment of fast food restaurants, many places to worship and hundreds of sights to see.

Groton is also the home of the Naval Submarine Base, established in 1917, and the Naval Submarine School. The submarine school is the Navy's only training facility providing basic submarine instruction to 65,000 officers and enlisted personnel annually. Approximately 373 different courses are taught. Its graduates man the Atlantic and Pacific fleet submarine force, and are responsible for operating and maintaining submarines and related equipment.

This small New England town looks like a picture postcard — with its breathtaking scenery of the Navy's magnificent ships sitting in the Atlantic Ocean. Submarines can be seen from the highways and the shores, so visible and awesome at points, yet hands-off to those without access to the base. But the curious still get a glimpse of the silent boats from their windows, and admire from afar the sailors who man the vessels.

Groton's military community is





U.S. Navy photo

Preceding page: NavSubBase Groton. Left: Students at the Navy sub school practice inside a sub simulator. Below: Canoes, camping and fishing gear can be rented at low cost on base.



Photo by PH1(AO) Scott M. Allen

small, close-knit and enjoys a good reputation in the surrounding civilian community. Many sailors return to Groton for second or third tours or for refresher courses at the school.

"It's a nice environment here, and the people are friendly and receptive to the Navy," said Seaman Appren-

tice Michael Reed, a student at the submarine school.

The base recreational facilities include a swimming pool and two bowling alleys. Canoes, camping and fishing gear can be rented at a low cost. Personnel can sail on the Long Island Sound or Thames River — or

on North and Rock Lakes located on the base. The facility even has its own marina for boat owners.

A child care center, a Navy Lodge, an exchange the size of a city mall, commissary and on-base veterinarian are available. Inter-city buses are easy to catch on the base, in town and in





Photo by JOT Chris Price

the outlying areas.

"I do more things here on base because the facilities are good," said Seaman Eric Pitre, a student who finds the on-base activities convenient and economical. But whether on base or out in town, there is plenty to do and see in Groton.

The U.S. Coast Guard Academy, which moved from Maryland to New London in 1910, offers daily tours of its campus. Fort Griswold State Park has a monument commemorating Revolutionary War militiamen killed in 1781 by British troops led by Benedict Arnold.

USS *Nautilus* (SSN 571), one of the Navy's first nuclear-powered submarines, was built in Groton in 1952, and commissioned there in 1954 when Mamie Eisenhower broke the traditional bottle of champagne across her bow. She was decommissioned in March 1980, designated a National Historical Landmark in May 1982 and towed to Groton in July 1985. Now a memorial with a museum, *Nautilus* is located adjacent to the submarine base. The ship and museum are major tourist attractions in Groton, and admission is free to both.

The Submarine Force Library, open only to researchers, is located near

**Above: One of Connecticut's most popular attractions is Mystic Seaport, where sailing on the Mystic River is enjoyed by both residents and tourists. Right: Golfing on the submarine base is one of many recreational opportunities offered by the Navy.**

*Nautilus*. It holds the records and history of the submarine force from its beginnings to the present day.

Groton is a township in New London County, on the east bank of the Thames River and opposite New London. Since the early 18th century, shipbuilding has been an area trade. The first diesel-powered submarine, launched in 1911 at a Massachusetts shipyard, used a Groton design. Today, Groton's Electric Boat Shipyard is still active in ship construction.

Groton is also home to the largest pharmaceutical plant in the world — Pfizer Inc., which manufactures 35 percent of the United States' supply of penicillin and 15 percent of the U.S. supply of citric acid. The plant, formerly a shipyard, employs 3,300 of the town's citizens.

To the west of Groton is "Mystic Seaport," situated in the town of Stonington. Mystic has a quaint New England atmosphere, and residents don't mind the bus loads of tourists



Photo by PH (AO) Scott M. Allen

exploring their neighborhood each day.

Downtown Mystic is the place to see whaleboat demonstrations, rope making exhibitions and to explore shops. Mystic offers voyages on old steamboats, schooners and modern sailboats. Visitors can also tour a wooden whaling ship.

The Mystic Marinelife Aquarium houses penguins, seals, sea lions and a variety of fish. It also has a huge in-





Photo by Chuck Fell



Photo by PH1(AO) Scott M. Allen



Photo by PH1(AO) Scott M. Allen

door theater where dolphins perform hourly for visitors during the summer months.

Other events at Mystic include art festivals, yacht races and jaunts through reconstructed colonial villages.

"I really like the Groton area because of its central location on the Eastern seaboard," said ENS John LeFavour, patient administrator at the naval hospital. "There's a wide

range of historical places to see in Connecticut — and we're just a few hours drive from Boston and New York."

The town of Groton has found a way to combine the old-time atmosphere of wooden ships with modern-day steel submarines. Both add up to a tour of duty fit for a seafaring sailor — or those who would like to be. □

*Price is a writer assigned to All Hands.*

**Top left: NavSub school prepares students for operating and maintaining submarines and related equipment. Top right: NavSub School Groton. Above: Nautilus is one of Groton's major tourist attractions.**



# Kangaroo '89

---

*U.S. and Australian forces team up.*

---

Story and photos by JO1 Lee Bosco



*Kangaroo '89*, the largest Australian military exercise since the end of World War II, was an intense, realistic war game that consummated a two-year planning effort. U.S. Navy ships joined major elements of the Royal Australian Navy to defend Australia's northern coastline from attack by a fictitious enemy, "Kamari."

USS *Robert E. Peary* (FF 1073), USS *Oldendorf* (DD 972) and their embarked light airborne multipurpose systems helicopter detachments from Helicopter Anti-Submarine Squadron Light 37, joined U.S. Marines, airmen and soldiers in Australia for a three-week exercise held last August.

Throughout *Kangaroo '89*, U.S. Navy and Royal Australian Navy participants operated as one. Totally integrated at both the command and operational levels, they roamed the entire northern coast of Australia,



**Above:** An Australian sailor aboard HMAS *Woolangong* during *Kangaroo '89*. **Right:** A Royal Australian Navy helicopter flies over USS *Robert E. Peary*.



conducting advanced training in anti-submarine, anti-air and anti-surface warfare under stress of constant interaction with the wily and aggressive Kamarians. The opportunity to work closely with their Australian counterparts was a truly memorable experience for U.S. Navy participants.

"It doesn't surprise me that the Aussie sailors are great seamen. Australia is a big island," joked Sonar Technician 2nd Class Tim Cooper, a *Peary* crewman. "The Australians came here by ship, so it figures that they are really capable sailors."

Australian navy men were impressed with U.S. naval capabilities.

"The American Navy is by far the best trained naval force I've ever worked with. It is a pleasure to operate with your forces," said LCDR David Trigg, an Australian navy man. "The best thing about an operation of this size is that we are able to watch our ships work well with the U.S. Navy ships. Our shipboard procedures are very similar to those of the U.S. Navy and we share a common language. These factors contributed to the overall success of the maritime portion of the exercise."

Trigg followed the exercise from the command center at the Darwin Naval Base in the Northern Territory of Australia.

"Our forces worked together as if they were of the same navy," he said. "I know that the men of both forces who were able to cross-deck came away impressed."

Personnel from both navies cross-decked freely during the exercise, to cement common understanding and improve the quality of exercise play.

The size and scope of the exercise was a first for the Royal Australian military forces. U.S. Army units augmented the Royal Australian Army in simulated combat scenarios across the northern Australian frontier. While at sea, the two nations' navies conducted anti-submarine warfare exercises designed to train the forces



for an attack from the north.

*Oldendorf* and *Peary* teamed with HMAS *Success* (OR 304) and HMAS *Sydney* (F 03) to conduct formation steaming, underway replenishment, signaling and highline personnel transfer training.

Royal Australian Navy helicopters also worked with the ships during personnel pickups and ASW training phases of the exercise.

To U.S. and Australian sailors who

**Personnel pick-ups from HMAS *Woolangong* were performed as training during *Kangaroo '89*.**

participated in *Kangaroo '89*, the military exercise was a chance to show off their seamanship and make new friends at the same time. □

*Bosco is assistant editor of All Hands.*



# A visit to the 'Top End'

---

*Sailors get a taste of liberty Australian style.*

---

Story and photos by JO1 Lee Bosco

Two hundred crewmen from USS *Oldendorf* (DD 972) and USS *Robert E. Peary* (FF 1073) joined 1,300 Royal Australian navy men in formation for a traditional "freedom of the city" march in the historic town of Darwin, Australia, as a prelude to the joint military exercise *Kangaroo '89*.

Darwin's townspeople joined thou-

sands of Northern Territory residents lining the streets to watch the mayor of Darwin welcome the military forces to the city in July.

Thus began a week of liberty that Electronic's Technician 3rd Class Greg Wilson will never forget.

"I've always wanted to visit Australia, not just Sydney or Perth, but

a small town, to see what life is like in the outback. And, I wanted to see someplace with a little history," Wilson said.

**Crewmen from USS *Oldendorf* and USS *Robert E. Peary* march with Royal Australian sailors in a parade that gave the visiting forces "the key to the city."**





The Northern Territory of Australia is just that kind of place.

The port city of Darwin is the capital city of the Northern Territory and has a strong historical tie to the U.S. Navy. It was here, in February 1942, that USS *Peary* (DD 226) fought to defend the city of Darwin against 70 Japanese aircraft. *Peary* was sunk in that battle. The modern ship *Robert E. Peary* is named for the same arctic explorer as the World War II ship that went down in Darwin harbor.

Debbie Barrott is too young to remember anything about World War II. But in her job as manager of the town's Serviceman's Club she has heard all about the battle.

"This area has grown a lot since the war, but some folks are still here," said Barrott. "Australians have long memories, so the older folks, those who've stayed here since the war, remember. They talk about that ship and how 80 Americans died in that battle."

During the port visit a commemorative ceremony took place at the spot in Darwin Harbor where *Peary*

went down. Crewmen from *Robert E. Peary* joined navy men from the visiting Royal Australian Navy ships to honor the brave men who gave their lives in the battle.

For the crewmen of the two visiting ships, Darwin was the ideal liberty port: a small town with a tropical climate where military servicemen

are looked upon with admiration.

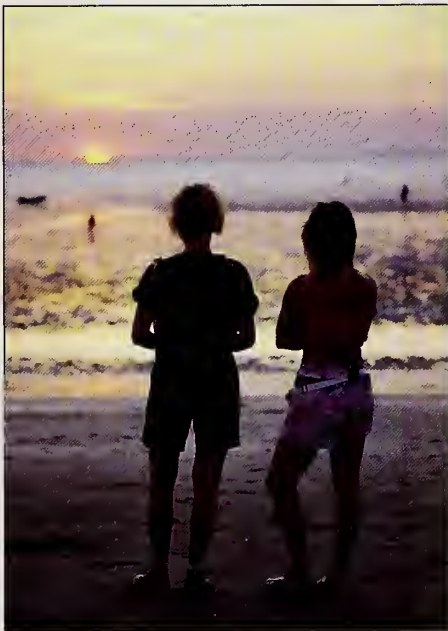
While on liberty sailors experienced, first hand, the hospitality that has made Australia famous Navy-wide. Curious residents who came from hundreds of miles away to witness the "freedom ceremony," filled the streets, restaurants and bars after the conclusion of the parade. These "Top Enders" offered the visiting sailors enthusiastic and unsolicited advice on having a great time in Darwin.

On the suggestion of a local old-timer, ET3 Wilson and Sonar Technician 2nd Class Tim Cooper found themselves at the World War II museum on the outskirts of the city. Their guide explained that during the war, Darwin, because it was one of the northernmost cities in Australia, was an important lookout area as well as a base for naval operations. Much of the equipment in the museum and on the surrounding grounds was used in defense of Australia during the war. Visitors are able to learn about Australia's role in the Pacific war as they walk the museum's grounds.

"Australians are really proud of their military forces. They can't wait to tell you stories and ask about our Navy," said Cooper. "And sea stories are the same with any navy, even though their's come with that accent."

Back in town, hungry sailors had a variety of restaurants to choose from and on every corner stood a souvenir shop. But the best bargains could be found at the gypsy bazaar on Darwin Beach. Food and drink concessions are set among dozens of souvenir stands that offer everything from the Australian flag to crocodile boots.

As the bazaar shops closed up, many in the crowd moved out onto the beach and watched as the sun



Above: Darwin Beach at sunset is a popular gathering point. Left: HMAS Townsville and USS *Robert E. Peary* pull into the port of Darwin.





slipped below the horizon signaling the beginning of the town's night life.

"We expected the town to be teeming with people this week. In addition to the ships' visit, we also have the Northern Territory Fair going on this week and the Chippendale Dancers are appearing at the Darwin Cultural Center tonight," said Debbie Barrott. "Each of these events would bring people out of the woodwork, but having them all at once really turned the town upside down."

The Darwin evening shift police chief, Doug Errington, was involved in the planning of the port visit. "We thought it best that shore patrol be accompanied by a civilian police officer. We also mixed the shore patrol teams so that there would be an American and an Australian navyman on duty together."

Errington was happy that there were no reported incidents involving U.S. and Australian sailors after the first night on the town. "The first night is the trouble night," he said. "If things are quiet that night, I don't expect any trouble the rest of the visit."

The police chief's expectations were confirmed by Serviceman's Club manager Barrott. "The



American sailors are so polite," she said. "That's the first thing you notice about them. It's 'please' and 'thank you' every other word. They can come back anytime."

The goodwill of the port visit was contagious as ET3 Wilson discovered that the Australian's fabled good nature proved to be true.

"They have got to be the happiest group of people I've ever seen," he

**Top: Two Royal Australian Navy women arrived early for the ceremonial parade. Above: Sailors visit the war museum.**

said. "Sure, they like a good argument now and then, but as excited as they can get, you know that it's all in fun. In fact, the Aussies I've met seem to like you more after you've had a disagreement."

Australia, the choice liberty port of

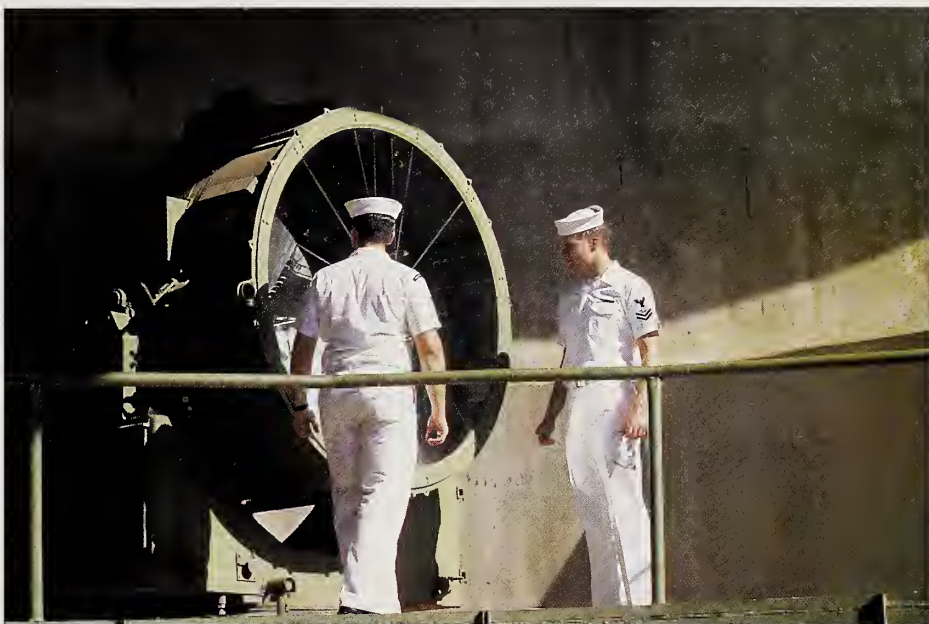


**Right:** This searchlight scanned the Darwin night sky during World War II.  
**Below:** Children take an evening camel ride on Darwin Beach.

the Pacific, lived up to its reputation during the week-long liberty visit. *Robert E. Peary* crewmen Wilson and Cooper felt that the people of the city of Darwin did as much for international relations as the military exercise which was the reason for the port visit.

"Places don't always live up to the advance scuttlebutt that gets passed around the ship before the port visit," said Wilson: "Darwin lived up to the rumors and then some." □

*Bosco is assistant editor of All Hands.*





# Ready when called

---

## *The Naval Reserve celebrates 75th anniversary.*

---

Story by CDR T.M. Hatfield

Nobody likes to think about war, but when the unthinkable happens, more than 400,000 Naval Reservists who *do* think about it are ready when called. In the Naval Reserve, readiness is more than a catchy slogan — it is a proud tradition and an ever-present reality.

The United States Naval Reserve was established 75 years ago, on March 3, 1915, when Congress, under threat of an expanding European conflict, directed the Navy Department to form the first Federal Naval Reserve. Since that time, Naval Reserve support forces have traveled worldwide to carry out their operational roles.

When called on in times of national emergency, Naval Reservists serve alongside their active-duty counterparts on land and sea and in the air to enhance American naval might.

### **In the Gulf**

The most recent use of Naval Reservists in this capacity was in the Persian Gulf as volunteers on oil tanker escort ships. Persian Gulf activities proved that the Naval Reserve is an integral part of the Navy's role in strengthening the national defense and supporting our foreign policy. Five Naval Reserve mine countermeasures ships and two Naval Reserve frigates, USS *John A. Moore* (FFG 19) and USS *Sides* (FFG 14), also performed extended deployments to

the region. Selected Reserve volunteers helped man these ships and served with Naval Control of Shipping, Mine Division, Intelligence, Security Group, and Postal units.

### **Drug interdiction**

Naval Reserve Force ships and planes continually support the National Narcotics Interdiction Task Force during peacetime. Naval Reserve E-2 and P-3 aircraft have been flying support missions since the establishment of this task force in 1982.

Naval Reserve Force ships dedicate considerable underway time to the drug interdiction effort. Naval Reserve Mobile Inshore Undersea Warfare units provide command and control and surveillance capability to other federal agencies in support of anti-drug operations. All these capabilities assist the active-duty components in this vital effort.

During 1989, the Naval Air Reserve flew 1,036 hours in direct support of drug interdiction operations. In surface operations, Naval Reserve Force ships contributed 459 ship steaming-days in support of drug interdiction, about 22 percent of the Navy total of 2,046 ship-days. A total of 23 Naval Reserve Force ships participated in these surveillance operations. Throughout the 1990s, Naval Reserve participation in drug interdiction operations will continue to increase.

### **Support in war or peace**

The Naval Reserve provides continuing support to Navy combat units during peacetime operations. For example, during 1988 and '89, Seabees in Naval Reserve construction battalions helped complete hurricane barrier and operations buildings at Naval Air Station Pensacola, Fla.; reserve cargo handlers worked side-by-side with their active-duty





counterparts at the South Pole in support of the National Science Foundation and the Navy's Antarctic Support Force; and Naval Reserve Security Group provided Russian language experts for the INF Treaty conferences.

The concept of mutual support between active and reserve units in the Navy Medical Department improves both peacetime health care delivery and mobilization training for Naval Reserve medical personnel. During the last two years, about 100,000 man-days per year have been served at Navy medical and dental treatment facilities. Specific examples are: medical volunteers during the humanitarian cruise of the hospital ship USNS *Mercy* (T-AH 19) and providing preschool physicals for Navy family members.

Naval Reserve ships are manned by active-duty and Selected Reserve personnel. Both the active and reserve components of the Navy benefit from

having regular enlisted personnel serve on reserve ships. In both cases, personnel bring with them skills learned at their parent components and return with a better understanding of the other component — an understanding to share with their shipmates.

The mission of the 17 Reserve naval construction battalions is to provide and maintain a force trained, ready and immediately available. This force consists of construction battalions, nine regimental staffs, four construction force support units, one brigade-level staff, seven construction battalion hospital units, more than 30 civil engineering/public works and construction battalion center augment units and several smaller augment units.

With 100 percent of the Navy's inshore undersea warfare capability in the naval reserve, the Mobile Inshore Undersea Warfare units must be capable of short-notice (48 hours),

self-sustained air-sea-land deployment to operating areas worldwide. Each unit consists of 12 officers and 60 enlisted personnel to operate a radar/sonar surveillance center van and associated support equipment.

The mission of these units is to provide surface and subsurface surveillance for protection of amphibious objective areas, harbors and approaches, roadsteads, straits, anchorages, offshore economic assets and other militarily significant inshore areas



U.S. Navy photo



Photo by JCS Vince Clark

**Left:** Instructor directs a reservist team's nozzleman to adjust the angle of spray on the water hose during firefighting training at Fleet Training Center, Naval Base, Norfolk. **Above:** Reserve Seabee helps build a road.



# Naval Reserve



U.S. Navy photo

**Above:** Naval Air Reserve plays a big part in national defense. **Right:** Navy reservists take part in a beach assault from utility landing craft. **Far right:** Members of Naval Reserve brave wind, snow and below-zero temperatures during a cold weather diving exercise.



throughout the world. Accomplishment of mission objectives is refined through IUW involvement in fleet exercises; for example, *Kindle Liberty* (Panama), *Bright Star* (Egypt-Jordan), *Gallant Eagle* (California), *Team Spirit* (Korea) and *Fortress Gale* (Alaska).

Approximately 4,600 reserve intelligence officers and enlisted in the Naval Reserve intelligence command are located at 103 drill sites throughout the country. These specialists augment fleet exercises, watch centers, and ship and squadron intelligence centers on an on-going basis.

## Training is the mission

The primary mission of the Naval Reserve is training to maintain mobilization readiness. The recent Naval Reserve initiative known as the Surface Program to Upgrade Readiness is revitalizing the training of those surface reservists not assigned to commissioned units, but who, nevertheless, mobilize immediately. SPUR is an umbrella term for a

package of programs addressing many surface reserve manpower and training issues. It incorporates the best of previous ideas and successes to train reservists in their mobilization assignments. At present, 35 reserve centers bring the ship to the sailor via shipboard simulators while 55 centers maintain damage control trainers to provide hands-on battle damage repair training.

Most training normally takes place in the reservist's own community; however, a very special support element has been added: readiness centers. Forty of the larger, better-equipped reserve centers have been redesignated "readiness centers" and help support training activities for smaller reserve centers.

Readiness centers are commanded by a senior officer and are being staffed, equipped, funded and constructed to meet specific training requirements. Selected reservists will gain valuable instruction in the areas of mobilization training, professional training, directed training and professional education.

There are five dimensions to SPUR: mobilization, organization, resources, training and experience. But the bottom line is more training.

## Up-to-date equipment

Since 1983, the Naval Reserve has been committed to a policy of "horizontal-integration" of its equipment. This is the process of modernizing ships and aircraft by class and type and introducing new generation equipment into the Reserve as it is brought on line in the active force. The Navy's continued commitment to this policy is evident in the increasing numbers of front-line ships and aircraft being operated by reserve units. As of 1988, 22 *Oliver Hazard Perry*- and *Knox*-class frigates were operating in the Naval Reserve Force. Goals for 1990 should increase this number to 26. In the next few years, 11 new mine countermeasures ships of the *Avenger*- and *Osprey*-classes are expected to enter the force.

Both Reserve Carrier Air Wings already fly, or are programmed to receive, fleet-compatible state-of-the-





Photo by LCDR John Roach



Photo by JO1(AW) Paul Engstrom

art fighter, attack and surveillance aircraft. In the land-based maritime patrol community, reservists operate the newest P-3 *Orion* in the Navy inventory.

This infusion of new equipment into the reserves is an essential part of the Navy's total force plan to achieve full integration of its active and reserve forces.

The Naval Air Reserve continues to receive modern front-line aircraft in its aviation units. Two squadrons are now flying F/A-18 aircraft with two more scheduled to transition by FY91. Four reserve fighter squadrons are flying the F-14 aircraft. Three reserve light-attack squadrons now fly the A-7E *Corsair II*. The Naval Reserve also will expand its electronic warfare fighting capabilities with the introduction of the EA-6B *Prowler ICAP II* aircraft with improved capabilities.

Many air reserve aviators maintain their proficiency by drilling with squadron augment units flying F-14, F/A-18, A-6E, E-2C, S-3A and SH-3H aircraft. The reserve crews are trained

for mobilization in the aircraft that are flown in their respective gaining commands.

### Exclusive missions

The Naval Selected Reserve has grown by more than 50 percent in the past seven years. In keeping with congressional direction, the responsibilities and missions of the Naval Reserve are integral to the Navy's total force; however, several critical missions are exclusively, or predominantly, entrusted to the Naval Reserve.

These critical missions include light attack helicopter squadrons, helicopter strike rescue and special warfare support, mobile inshore undersea warfare and — within the continental United States — heavy airlift and composite squadrons.

Additionally, the Naval Reserve is now responsible for more than 80 percent of the Navy Control of Shipping organization, cargo-handling battalions, Military Sealift Command personnel and mine warfare ships. Upon mobilization, the Naval Reserve would provide more than 50 percent of our mobile construction battalions, fleet hospitals and special boat forces. Finally, the Naval Reserve provides almost 50 percent of the maritime air patrol capabilities we would need in wartime.

### Selective call-ups

"Ready when called" became an actual fact in October 1987, when then-President Ronald Reagan, exercised his statutory authority, recalling a sample of Selected Reservists ear-

marked by fleet commanders for early activation at the time of crisis or conflict. The results of this test were overwhelmingly favorable and the Navy's response was excellent. More than 95 percent of those notified reported by phone or in person. Continued testing of this authority will enhance naval full force readiness status.

The congressional mandate to modernize and integrate the Naval Reserve into a genuine and ready Navy total force has been met. The Naval Reserves are ready for selective call-ups in the event it is necessary to supplement the active forces in real-world missions, whether they be large contingencies or special situations designed to test reserve capabilities and procedures.

Despite constrained resources and growing commitments, the Department of the Navy has maintained robust support of the reserve force as part of its balanced program. This reflects the high priority that the Navy Department places on the reserves.

For its part, as the Naval Reserve prepares for mobilization, Naval Reservists contribute significantly to the Navy, becoming not merely a force in reserve, but a force in being, helping the Navy fulfill its ongoing mission requirements while maintaining wartime readiness. □

*Hatfield is a reservist assigned to Office of Information Det. 411, Oklahoma City.*



# Reservists in profile

Sailors who look to Naval Reserve doctors and nurses for medical care during fleet exercises can take satisfaction in knowing they're in good hands.

With innovative programs for flexible drill times and training, the Naval Reserve has attracted civilian professionals — professionals such as RADM Morris Kerstein.

Kerstein, Chief of Vascular Surgery at Tulane Medical Center in Louisiana performs eight to 10 high-risk major vascular surgeries a week. He also sees about 80 patients per week, but relishes his work as a Naval Reservist.

"It's fun. The people are fun. It's different from what I do every day," says Kerstein. "I can have an input in the delivery of health care, quality of health care and quality of training."

Kerstein serves on the editorial board of two journals, is the author of six books and numerous published articles, teaches medicine to third-year medical students and works more than 120 hours a week, sleeping only three to four hours a night, and still finds time for service with the Navy.

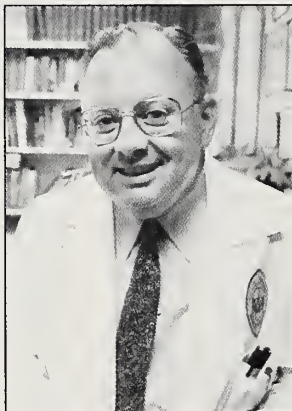
A 25-year veteran of the Naval Reserve, Kerstein served in Vietnam in 1965 with a surgical team, and was the only medical Reservist recalled to Beirut, Lebanon, in 1983.

"The principles of injury management are the same in Vietnam, Beirut or Charity Hospital," he says. "The hardest part of surgery is not necessarily technical skill, but judgment and decision making."

As a reservist, Kerstein currently serves as Force Medical Officer for Commander, Naval Surface Reserve Force.

"My satisfaction as a surgeon," Kerstein said, "both in the Navy and in civilian life, is three-fold — teaching, or seeing student success, surgical intervention on a patient and contributions to science or research.

"I think the Navy is a unique organization that affords you skilled technical training not readily available elsewhere," he said. "The camaraderie is great too — and when you're all done, your knowledge and experience are transportable and useable." □



**RADM Morris Kerstein**

Taking the "tough" jobs nobody else wants has paid off for CAPT Evelyn Morrison.

"When I start a new assignment, I search around for the hard jobs — the tough ones few people want to do — and go for that," said Morrison.

As Assistant Deputy for Readiness at Naval Reserve Readiness Command Region 1, Newport, R.I., she monitors the readiness levels of 96 Reserve units in five states.

Morrison's commitment to the Navy began when, as a Brigham Young University graduate at age 19, she had prepared to teach but was advised to "do something different." Visiting a local post office one night to mail some letters, she spotted Navy recruiting material. Travel sounded exciting to her.

"I never imagined staying in the Navy," she said of her initial decision to try the Navy. Reflecting on her many positive experiences in the Navy, she said, "It's important not to limit alternatives too early, or to cut opportunities short."

After being commissioned, she served on active duty for nine years and then affiliated with the Naval Reserve in 1975. Her assignments have included service in Hawaii, Europe and mainland United States in both paid and unpaid Reserve billets. She has also served on selection boards, fleet staffs and an annual training exercise on an aircraft carrier. Most recently, she assisted in designing Naval Reserve play in *Global War Games '89* held at the Naval War College.

Morrison, a Selected Reservist, recently completed a two-year tour as commanding officer of the Naval Reserve Maintenance Facility Shore Intermediate Maintenance Activity Headquarters Detachment 101 in Newport.

At SIMA, Morrison worked with 40 other Navy personnel to manage repair work, plus training and administration of reservists from five dedicated detachments and 15 other dets that drilled there.

Though Morrison admits to investing "an incredible amount of time" into her duties, like many other citizen sailors of the Naval Reserve, she concludes, "The personal decision has been right for me." □



**CAPT Evelyn Morrison**



# Reservists in profile

Sharon Moody leads a double life — part of her time is spent as a Naval Reserve petty officer, while the other part is devoted to investigating and prosecuting child abusers.

Intelligence Specialist 1st Class Moody joined the Naval Reserve through the Advance Pay Grade Program as a petty officer second class. In 1987 she was selected for promotion to E-6.

Moody, who drills with Fleet Intelligence Rapid Support Team 0967 at Naval Air Station Atlanta, conducted a three-day seminar in Charleston, S.C., about investigative procedures of all kinds, including identification of child abuse, for fellow Reserve intelligence specialists and agents. She has written an investigative service manual and was named the 1988 Naval Reserve Intelligence Program Sailor of the Year.

As precinct commander at the Cobb County, Georgia, Police Department, Moody supervises the county's Crimes Against Children division.

Moody, who is the highest ranking female officer in the state of Georgia, is considered one of the leading experts in the investigation of child abuse. She has served as an adviser to the Georgia State Legislature in drafting legislation dealing with child abusers, and was instrumental in getting legislation passed that allows videotaped interviews of victims into evidence in court. In 1987 she proposed a bill that was passed unanimously, making the possession of child pornography against the law in Georgia.

Moody is also active with the Cobb County Chamber of Commerce and the Chamber's Community Leadership and Development Committee in a program that strives to develop potential leaders in business, industry, and the community. She's also president of the Leadership Cobb Alumni Association.

For her contributions to the community, to the state and to the nation, IS1 Moody received a 1987 Governor's Outstanding Military Citizen of Georgia award.

"I enjoy what I do and I have enjoyed getting where I am. Some people look at me as a trail blazer," said Moody. "But I don't see myself that way. I don't see myself as out of the ordinary." □



U.S. Navy photo

IS1 Sharon Moody

Naval Reserve Force Master Chief Jeffrey Brody is a true believer in Reserve training. "Training is like religion [to me]," said Brody.

Brody, born and raised in land-locked Iowa and Minnesota with a yearning for the sea, joined the Reserve in 1965 after serving on active duty at Treasure Island, Calif. There he discovered that he and his fellow Reservists had to invent things to do on drill weekends. Today, it's a vastly different scene, as Reservists undergo varied and intensified training for readiness.

Reserve training, according to Brody, has unlocked the talents, energy and willingness of Reservists to augment the fleet in times of national need.

In 1967, with a bachelor's degree in science and nursing from the University of Iowa, Brody joined the Training and Administration of Reserves program and took an assignment at Naval Air Reserve Training Unit Norfolk.

While in Virginia, he attended and completed Independent Duty Hospital Corpsman School at Portsmouth. Since then he has served at Naval Air Reserve North Island, San Diego; Naval Air Station Willow Grove, Pa.; and Naval Reserve Readiness Command Region 13, Great Lakes, Ill. He was also Medical Program Manager and Command Master Chief of the staffs of Commander, Naval Reserve Force; Commander, Naval Air Reserve Force; and Commander, Naval Surface Reserve Force. He was CMC for Naval Reserve Readiness Command Region 20, San Francisco, when he was selected as Force Master Chief.

Whenever he is "out and about" at Reserve functions or conducting workshops, he listens to and talks with enlisted personnel. He combines what he learns with his own experience and then advises senior staff.

The end product, believes Brody, is a trained and ready Reserve — its members competent and comfortable in their assigned duties. □

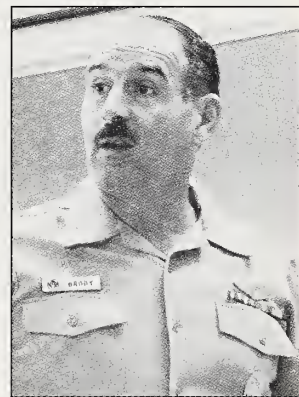


Photo by JOI H. Kenyon

HMCM Jeffrey Brody

*The profiles on Moody and Brody were written by Nat Chestnut, editor of Naval Reservist News. The profiles on Kerstein and Morrison were written by Pat Antenucci, assistant editor of Naval Reservist News, Naval Reserve Force, New Orleans.*



# 'The Hunt for Red October'

*Sailors "star" in new movie.*

Story and photos by JO2 John Joseph

Coming to theaters across the nation this month is a feature film that will give moviegoers a chance to see what life aboard a submarine is really like. The movie is "The Hunt for Red October," based on the best-selling novel by Tom Clancy.

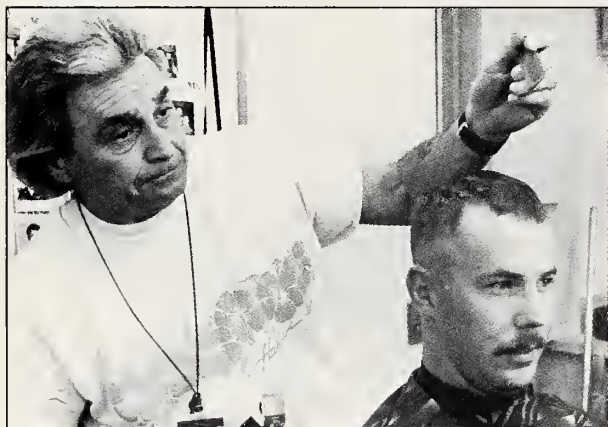
"This is really the first movie that the Navy's cooperated in where

nuclear powered submarines are the focal point," said CAPT Michael T. Sherman, director of the Navy Office of Information West, Los Angeles, and chief technical adviser for the production.

"This will give the general public a heightened awareness of the capabilities of the submarine," Sher-

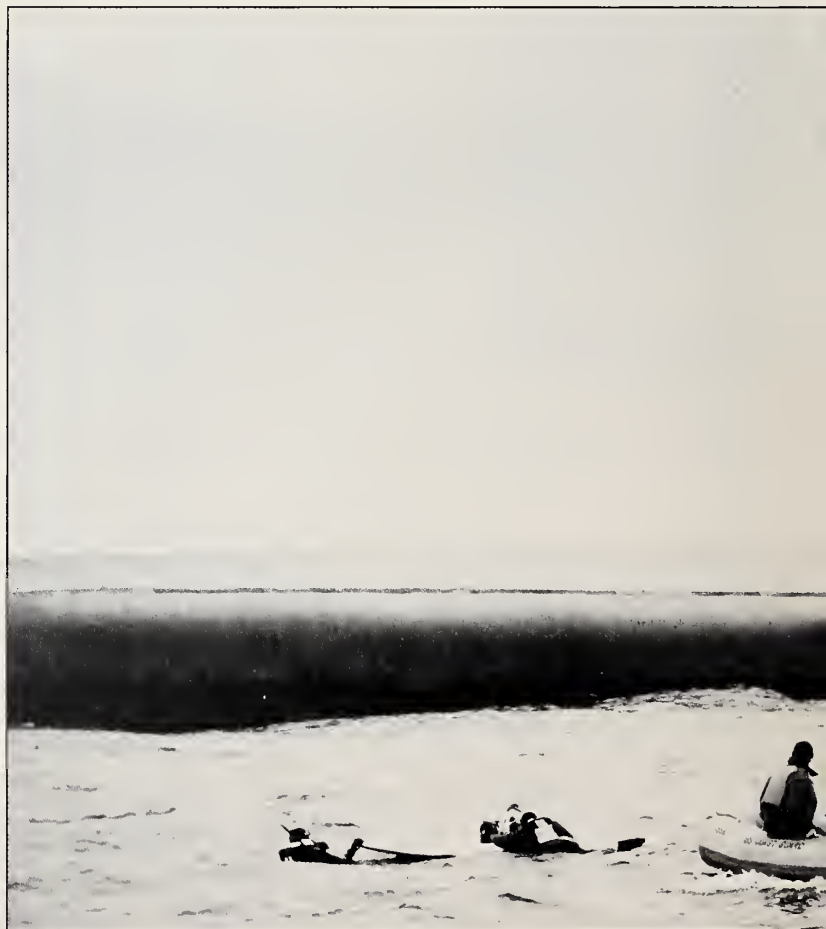
man said. "The professionalism of the Navy comes out in this movie, and that's something we've tried to keynote."

The film is about a Soviet submarine commander who decides to defect to the United States, taking his submarine and crew with him. Meanwhile, U.S. government officials try



Above: Navy Torpedoman's Mate 3rd Class (SS)(DV) Scott Ripley, stationed aboard USS *Blueback* (SS 581) and cast as an extra in the movie, gets a haircut "Soviet-style" from a Paramount Pictures Corporation hairstylist.

Right: USS *Houston* (SSN 713) doubles as the sub "Red October" during filming.





to determine if his defection is for real or a ploy.

The Navy's involvement in production of the movie — regulated by strict DoD guidelines on funding and support procedures — was extensive. The film's producer, Paramount Pictures Corporation, was supported by sailors and units from the air, surface and submarine communities. Navy personnel served as technical advisers and as extra cast members, portraying both the U.S. and Soviet navies.

Surface ships used in the production included the frigates USS *Gary* (FFG 51), USS *Wadsworth* (FFG 9) and USS *Reuben James* (FFG 57), along with the aircraft carrier USS *Enterprise* (CVN 65).

Helicopter support was supplied from Helicopter Anti-Submarine Squadrons 8 and 2. Additional support was provided by Helicopter Anti-

Submarine Squadron (Light) 48.

Navy installations used for filming included the Naval Submarine Base and the Navy Submarine Training Facility in San Diego.

"This was a big effort," said Sherman. "Whenever we could we used the actual names of ships, which I felt was important for the guys on board because former crew members can relate to it."

At Paramount Studios in Hollywood, huge 16-ton mechanical plat-

form sets were constructed some 25 feet above the stage's concrete floor. These high-tech sets were used to film scenes in the control rooms of both the American submarine "Dallas," and the Soviet "Red October." Both simulators banked or dove 26 degrees in any direction to give the illusion of movement.

About 12 sailors from San Diego, and one crew member off the real USS *Dallas* (SSN 700), were used as extra cast members during this seg-

## Tom Clancy: a conversation

Story by JO1 Lee Bosco

The danger in interviewing Tom Clancy is that it's easy to mistake him for a defense expert. He has never been in the Navy, but he knows all the right buzz words and uses them as if he's spent the better part of the past five years patrolling the Atlantic Ocean riding a U.S. Navy nuclear-powered attack submarine.

In actuality, he's been riding a wave of popularity that started when he created a defecting Russian submarine called "Red October" in the early 1980s.

Clancy is the well-known author of a series of military-thriller-action novels that have practically become required reading for sailors of every stripe.

His first, and arguably, most popular novel was "The Hunt For Red October," published in 1984. His readership has grown since the publishing of that novel and has made him one of the best selling American authors of the 1980s.

The film "The Hunt For Red October" is due to hit movie theaters

around the nation this month.

"It's kind of exciting," Clancy said. "I was out on the set and there is a hell of a lot of talent involved in this film. Sean Connery plays the Russian sub commander and Scott Glenn plays the U.S. Navy sub commander, Mancuso."

One of the most popular characters in Clancy's book is that of Jonesy, a sonar technician par excellence. "Courtney Vance is playing Jonesy in the film," he said. "Everybody asks me how I came up with that character. Sub skippers will ask, 'How do you know about Jones, because the real one works on my ship?'"

Clancy answers those skippers



Photo by Bruce McBroon



Photo by Wanda Clancy



# Red October

ment of filming, primarily to show the actors how submarine sailors walk, talk, and relate to each other during actual submarine diving operations.

For actor Scott Glenn, who plays CAPT Bart Mancuso, CO of "Dallas," having the real sailors in the mock-up control room gave the movie a sense of realism.

"Just being around those guys kept us honest," said the former Marine. "We'd go to battle stations and if it wasn't right, they'd say, 'No, this guy moves over here, these people are fire control, this person's on sonar, the chief of the watch is over there.' They really got you to fall into it very quickly."

For all of the sailors selected for these scenes, the thought of working with big name actors and being among the brightest lights of Holly-

wood proved to be an adventure, and some found that making films really takes "the right stuff."

"I was selected like the other guys, out of a cast call of about 100 people, and it's exciting to be a part of it," said Electronics Technician 1st Class Keith Blum, a crew member of the San Diego-based Deep Submergence Rescue Vehicle *Turtle* (DSRV 3).

"All of the actors treated us well. I like working with Scott Glenn and Alec Baldwin, because I found out that they're all just real people," said Blum. Baldwin plays a pivotal role as a CIA historian in the film.

"The director was specifically looking for submariners with specialized control room expertise," Blum continued. "I think that this is going to be a positive thing for the Navy and the submarine community, because it's going to give a good realistic feel-

ing of life on board a sub, and it's going to be a quality film based on the book."

Sonar Technician (Submarines) 1st Class (SS) Steven Dickinson, an instructor at the Submarine Training Facility, is cast as a sonarman, plot coordinator and fire control operator on board "Dallas." He agrees with Blum that making movies is very exciting, but the amount of time spent making a scene surprised him.

"It was a real ego trip when I was selected, but that went away very quickly," said Dickinson. "There's a lot of work that you don't see just going to watch the big screen. It makes me appreciate what goes on behind the scenes."

"Out of one day of shooting, you might get about five minutes of film that will be used in the movie, and we shot for about 13 hours a day, so it's



Above: Three Soviet emigré cast members practice singing the Soviet national song. Right: Cast and crew during filming of "The Hunt for Red October."





a lot of work, especially when you're on leave," Dickinson continued. All the sailors in the cast were required to take leave during filming. "But the big payoff is at the end because it's an experience you'll only have a chance to do once."

Quartermaster 2nd Class (SS) Kevin Garrison, a crew member of the real USS *Dallas*, homeported in Groton, Conn., was also a part of the crew. Cast as a battle station plotter, something he does during regular submarine operations, he gave high praise to the set designers of the mock "Dallas."

"It's very close to the real thing — as a matter of fact it's kind of scary," said the QM2 with a smile. "There was no casting call for me. The director wanted someone who worked in the control room of our ship, and I just happened to be there at the right

time, so my commanding officer asked me, and I said 'you bet.'

"There have been times when we all thought we were actually on the boat, with everything that was going on," he continued. "Personally I feel that if we hadn't been involved, the film wouldn't be as intense as it's going to be.

"A lot of the actors never had any dealings with the military until this film, and they seem to have become more patriotic because of it. They feel

confident that we're doing a good job protecting the country, and it's a good feeling when they come up to you and say, 'Hey, we appreciate you.'"

Navy involvement in the filming resulted in "Hunt for Red October" being as realistic as possible. And by working alongside Navy people, the actors were able to be very convincing sailors.

"At times it was hard to tell the real sailors from the actors," said Senior Chief Fire Control Technician

by explaining that the character of Jonesy is a logical invention. "It's pretty obvious — the sonar department is the eyes and ears of the submarine so they'd better have good people there. The skipper needs people that he can communicate with, they really have to

amount of research that the media seems to think he does. Still, Clancy says that since the book's success, getting unclassified information has become easier. "When I want to know something, I just pick up the phone and call the Navy."

As long as the information is not sensitive or of a classified nature, Clancy doesn't usually wait very long for the answers to his questions. That's just one of the benefits of having four books on the best seller's list in six years.

Clancy's tales have been called "techno-thrillers" because of his use of technical military weapons systems in his stories. Clancy disagrees. "All I do is describe the tools that military people use. I write about people. I don't write about machines, and the reason's very simple — machines don't buy books."

Yet technology is plainly something that interests the 42-year-old writer. Mixed in among the books that line the shelves of his library are dozens of computer games that he plays on his personal computer. His computer monitor is the largest available for home use and he smiles as he fires up a program that puts constantly-changing full-color graphics on the screen. He is very comfortable with technology and

*"I don't write  
about machines  
...machines don't  
buy books."*

understand one another. Creating Jonesy took no great insight."

The authenticity of "Red October's" U.S. Navy characters is easily verified, Clancy said. "When people like me go aboard Navy ships they always say the same thing when they come off, 'You know, I always knew the officers were smart, 'cause they all go to college, but the enlisted men are fabulous. Where do you get them?'"

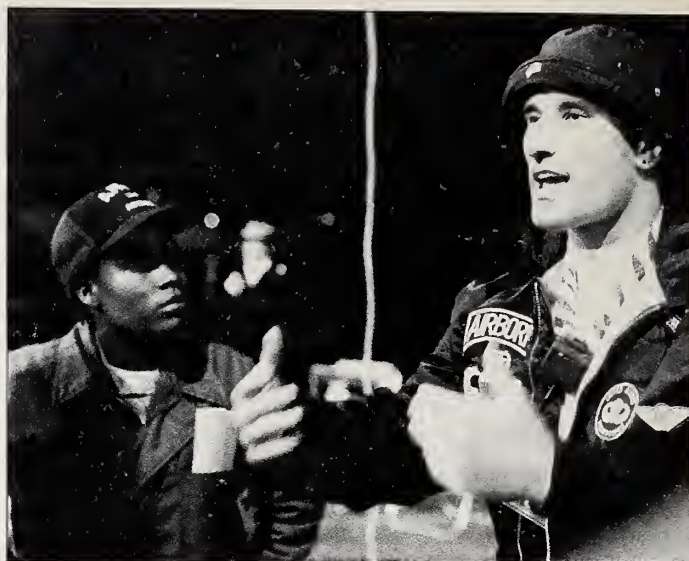
Clancy says that a real-life incident inspired "Red October." "A Russian frigate tried to defect in 1975. I just changed the frigate into a sub."

He insists that he doesn't do the



Photo by Bruce McBroome





A sailor from USS *Arco* (ARDM 5) receives pantomiming instructions from an assistant director during filming of "Red October" at Naval Submarine Base, San Diego.

(SS) Samuel Myers, assigned to Commander Submarine Group 5 in San Diego as a member of the Combat Systems Training Team.

"It's neat to actually get to work side by side with these guys," he said. "Everyone from the leading star to the junior extra worked together all the way through the production, so it's really been worth it."

"I feel it's good for Hollywood to do this," said Machinist Mate 1st Class (SS) Tommie N. Norris, a member of the Performance Monitoring Team for Submarine Group 5.

"Everyone will win," said Norris of the film. "Hollywood will make money, and the Navy can possibly recruit some quality people into the sub community as a result of this movie."

This "high-tech" thriller stars some of the best in the movie business. Sean Connery headlines the cast as Soviet Navy Captain First Rank Marko Alexandrovich Ramius, the commander of the Russian sub. Co-starring as his XO is Sam Neill.

Also in the cast are Scott Glenn, who plays American sub commander Bart Mancuso and Alec Baldwin as Tom Clancy's favorite character Jack Ryan.

James Earl Jones appears as ADM James Greer, the CIA director for Naval Intelligence. □

*Joseph is assigned to NIRA Det. 5, San Diego.*

he predicts that the Navy will soon benefit from the latest advances.

"I think we will have better computers on our ships . . . the computer that sits in missile control aboard a 'boomer' would now fit inside your watch. You could store a lot of food in that space," he said.

He is also outspoken on other techno-issues. "We're crazy if we don't build the Strategic Defense Initiative," said Clancy. "The mission of SDI is to make nuclear war less likely."

In the area of geo-political changes, Clancy thinks the world will change a lot in the next 10 years. What changes?

"Best case? What used to be the communist bloc continues to evolve into liberal democratic societies," he said. "That is the best of all possible worlds. War becomes much less likely."

Clancy credits the military build-up of the 1980s with returning respect to the men and women in the Navy. "Things have changed," he said. "It's a lot better now than it was 10 years ago. That's one of the things that President Reagan changed — he made people in the military *part of the family again*. That's probably more important than all the hardware he bought."

The Navy and the people in the Navy are special to the author. Tom Clancy has been aboard submarines and surface ships and is always welcomed by the officers and crew as not only a celebrity, but also as a friend.

"People in the military are in the business of risking their lives for people they don't know," he said. "Just like cops or firemen, they are entitled to as much respect as we give a cop or fireman."

Clancy is impressed with the caliber of people he's met in the Navy. "The Navy is one of the most literate sections of American society. Everybody reads."

What many people in the Navy are reading is *Tom Clancy*.

What's next from America's leading military fiction writer? "That's classified," he laughs. "But I'll tell you that [the character] Jack Ryan will be back at least once more. It'll be another U.S./Soviet story where something goes terribly wrong."

Acknowledging his large readership in the Navy, is there anything that the author would like to say to them?

"Just continue the mission, guys," he said. "You're still important." □

*Bosco is assistant editor of All Hands.*



# Navy 'Ironmen'

*Sailor triathletes win military title.*

Story and photos by JO2 Lorraine Frazzini

For the third consecutive year, the Navy took first place in the military category of the Bud Light Ironman Triathlon World Championship, Hawaii's largest sporting event.

Held on Kona, the largest island in the Hawaiian chain, the 11th Ironman Triathlon hosted 1,286 professional and amateur competitors from 49 countries and as many states, in-

cluding 22 active duty military members.

Seven male sailors and two Navy wives were among the starters for the "Ironman." It's billed as "the world's most grueling triathlon," consisting of a 2.4-mile ocean swim and a 112-mile bicycle race followed by a marathon 26.2-mile run. Race officials warn that the Ironman is not

for the average athlete.

According to a survey of past Ironman participants, the average contestant spends 18-24 hours a week for eight months training for this triathlon. A typical training week includes seven miles of swimming, 232 miles of bike riding and 48 miles of running. Many athletes incorporate other types of conditioning as well.





# 'Ironmen'

But, the average triathlete isn't an active duty military member. Most Navy triathletes don't have the time to train in anything but swimming, biking and running, and the hours invested in those are below the average.

"Any athlete that is not doing this much training has got to be extremely gifted to make it to the Ironman," said Carol Hogan, a triathlon spokeswoman.

For LT Mark S. Sakaniwa, stationed in Pearl Harbor, Hawaii, training stops when his ship deploys — there isn't the time or equipment — leaving him with a lot of catching up to do when the ship is in port. His training starts at 4 a.m. before duty and resumes after work until 10 p.m.

Other participants had other sorts of challenges to face. "We were determined to do it together this year," Wendy Flath said. She and her hus-

band LCDR Robert Flath had planned to do the Ironman together in 1988, but a broken collarbone before the race dashed that plan, she said.

Once LCDR Flath's collarbone healed, the couple had only four months to prepare for this year's race. During training, however, the Flaths and their two children completed a permanent change of station move to Parris Island, S.C., and then Hurricane Hugo's rampage left a tree in their living room days after they had moved into their new home.

LT Rick James, stationed in Charleston, S.C., was 1988's military record holder as the first active duty military member to finish the race in less than 10 hours. That year, however, he was stationed in Hawaii and trained in the midday heat. In Charleston, his weekly pre-triathlon routine of 6,000 meters of swimming,

30 miles of running and 150 miles of bike riding were not possible during the weeks before the race due to Hurricane Hugo's devastation.

Operations Specialist 1st Class Mark N. Curtis of Coronado, Calif., trained a couple of hours each day with his wife Laura whenever he had free time between duty and an evening college class. The cycling was a problem for him because he only had one day a week to do the five to six hour rides needed to train for the Ironman, he said.

Dental Technician 3rd Class Donald White trained three hours a

**Below: A race official warns bikers of upcoming speed bump. Right: DT3 Donald White, this year's youngest and most junior military Ironman, had a good run until the last two miles of the race when an injured toe slowed him down.**








---

*"There was no way to run that course, and I wasn't going to wear myself out trying. I walked it — I had to," he said.*

---

excited about the water," he said. "In other triathlons, you're allowed to wear wet suits. They add to your bouyancy, more or less ensuring you don't drown." Triathletes are not allowed to wear them in the Ironman.

Air Force Captain Hugh Arsenault was the first military man out of the water, 56 minutes 6 seconds into the race. OS1 Curtis followed a minute later. Michael Buonaugurio, an Air Force 2nd lieutenant, was 17 seconds behind him, LT Sakaniwa did the swim in 58 minutes and 56 seconds and Air Force 1st Lieutenant Christopher Lewis finished in one hour and 14 seconds. Army Captain Ed Heinrich came in sixth with a time of one hour, 36 seconds and LT James grabbed his bike two minutes later.

By noon the temperature at the Kona Airport, approximately a quarter of a mile from the bike course, was 82 degrees and climbing. Nine-mile-per-hour winds were doing nothing to cool the black lava rock surrounding the area. OS1 Curtis said the heat made the biking the worst part of the race, but it didn't keep him from passing Arsenault.

Curtis took the lead during the bike race, finishing the second leg six hours, four minutes and two seconds into the race with James gaining on him about three minutes behind. LCDR Woodruff was in third place, followed by Air Force Airman First Class Mark McCavic and 2nd Lt. Buonaugurio. Army's Heinrich was less than a minute ahead of Navy's White and Marine Corps Captain John Forquer followed White.

The Navy had the race under control going into the marathon leg of the

triathlon. The question was whether or not the Navy would hang on to sweep the top three finisher positions in the military category.

Curtis, who finished in the top 15 of every triathlon in which he took part in 1989, wasn't expecting the marathon course to zigzag up and down the side of a dormant volcano.

"There was no way to run that course, and I wasn't going to wear myself out trying. I walked it — I had to," he said.

The temperature peaked at 86 degrees, while he pulled away from the pack. Curtis finished first for the Navy, first in the military category and 84th among all this year's triathletes. James, trailing a little more than three minutes behind him, dropped behind by 28 minutes 3.1 seconds and finished second. Buonaugurio was the third military finisher with a time of 9:57:38.6, followed by Forquer at 10:11:48.2 and McCavic at 10:19:27.4.

Race officials added the times of the top three finishers to determine which service won first place. The third Navy man to finish was White, with a total time of 10:42:37.3. He finished ninth in the military category, but it was all the Navy needed: The Navy took top military honors.

In a race where anyone who crosses the finish line before midnight is considered a winner, the Navy sported a full field of them. All seven Navy men and both wives were among the 1,230 finishers. □

*Frazzini is assigned to CinCPacFlt PAO, Hawaii.*

day, six or seven days a week in addition to his duties in San Diego. He said the time to train wasn't his major concern, and he credits his wife's willingness to sacrifice small luxuries for his presence at the triathlon. For the Navy's most junior ranking competitor, the \$150-entry fee and travel expenses were a more pressing concern than training, he said.

Nevertheless, when Hawaii's Governor John Waihee fired the cannon signaling the start of the race at 7 a.m., the seven of them plus five-time participant Ironman LCDR William Woodruff of San Diego and CAPT Dick Zimmerman of Jacksonville, Fla., were on their way.

None of the Navy athletes claimed the swim as their strong suit, and LCDR Flath admitted to being completely uncomfortable in the water.

"Being in triathlons has helped me get over my phobia, but I'm still not



# Repaying a debt

Story by JO1 Dennis Everette

When Fire Control Technician 1st Class (SW) Christopher Jones' 14-month-old daughter Kimberly was diagnosed with abdominal cancer in 1987, he and his wife Marie realized that they needed help. The frenzy they found themselves in required moral and financial support from the Navy, their family and friends, and the community — and that support, or lack of it, could make or break any Navy family.

The Joneses received the support they needed and in the years since have returned the same through volunteerism, repaying a debt of gratitude.

To this day, Jones' off-duty time is consumed by American Red Cross activities and teaching cardio-pulmonary resuscitation. He also supports Marie's involvement with community organizations in their hometown of Healdsburg, Calif.

When Kimberly's condition improved in 1988, they organized the Sonoma County Chapter of the American Cancer Society Candle Lighters, a support group for families with members who have cancer.

Jones pointed out that it helps to get together with other people in similar situations and get feedback to help solve problems. "And sometimes other people can help you realize your problems are not that bad," he said.

To help other families cope with the financial difficulties that arise from uncovered medical expenses, Jones also helped Marie form the Parent Advocacy Organization.

"It's an option of life to sit back and accept things the way they are," said Jones, "or you can take the bull by the horns and say something.



Photo by JO2 Wayne Gates

FC1(SW) Christopher Jones

"She started the non-profit organization in order to lobby local, state, and federal legislators," he continued. "She took a trip to Washington, D.C., one summer, but influencing the California State Insurance Commission is her primary goal. The laws are there, they're just not being acted upon."

Although the Joneses pushed hard to get cooperation from some agencies during Kimberly's fight with cancer, there was one agency they didn't have to push — Jones never forgot it.

American Red Cross workers were there for Jones when he needed them the most — when Kimberly was battling a malignant tumor. He said that he thought about the support he received from Red Cross volunteers and that prompted him to stop by their office one day and ask what he could do to help others.

As a consequence, he learned CPR through the Red Cross and earned CPR instructor certification. He then organized bi-monthly classes at Mare Island and in 10 months taught 50 people the life-saving technique.

When he later was transferred to USS *Horne* (CG 30) at Naval Shipyard, Long Beach, Calif., his family remained in Healdsburg. He stop-

ped by the Long Beach Chapter one day and offered his services.

Jones said that the energy level he had while dealing with Kimberly's illness was still inside him after the cancer was under control, so he needed something to keep busy. He started teaching monthly CPR classes.

He also attended Red Cross classes to learn how to help people who have lost their livelihoods through disasters — something as common as a house fire, or major natural disasters.

As vice chairman of the disaster action team's supply and logistic committee, his primary concern is finding food, clothes and shelter. Having gone through a hardship himself, he can understand families' concerns.

"There's a lot of personal satisfaction with spending time helping somebody else deal with an unfortunate situation," Jones said.

"I think it has really increased my counseling skills," he continued. "I deal with people very well now."

Jones has become a stronger individual over the years and it's reflected in the confidence his shipmates on *Horne* have in him. He's now the interim command career counselor. The outgoing navy counselor recommended him for the job. Meanwhile, he still teaches CPR.

"My primary focus when I started the CPR program on *Horne*," said Jones, "was to teach the technique to sailors who worked around electronics. I feel this is a dangerous area that could benefit from having CPR-qualified people around."

Said Jones of his desire to have as many people CPR qualified as possible: "Readiness is the real reason." □

Everette is a writer for All Hands.



# Bearings

## Hospital corpsman keeps Marine Corps division healthy

Walking tirelessly up and down the columns of marching Marines and looking for signs of pain or limping, is Hospital Corpsman 1st Class Ronald S. Daniels.

For almost four years Daniels has been with the 4th Marine Division on virtually every exercise watching over Marines and their medical needs.

"I've been with the Marines the entire time I've been in the Navy," said Daniels. "I like the atmosphere,

though I'd like to get some sea duty to help my career."

Daniels' first priority is his progress in working in the health field.

"It's what I've been doing all my adult life," said Daniels, who holds a bachelor of science degree in public health.

"I've really enjoyed being with Marines and I've got a Fleet Marine Force ribbon to prove it," Daniels said. The ribbon is awarded only to

sailors who have spent at least one year with an FMF unit, passed an essential subjects test and a Marine Corps physical fitness test.

"Being with Marines made me realize that there's a strong bond between the Navy and the Marine Corps," said Daniels. "It's a relationship that I've grown to respect." ■

—Story by LCpl Christopher Farrell, PAO, 4th Marine Division, New Orleans.

## Orlando's drill division launches new sailors into careers

Every Friday morning at Recruit Training Center, Orlando, Fla., more than a thousand people watch an hour-long show that features clean-cut young men and women, flags from every state in the union, trick rifle handling, and an a cappella (without musical accompaniment) choir. The faces of the performers are always different, but the show remains the same.

That show is Navy Orlando's Recruit Graduation Review, and the featured performers are the recruits who have just completed eight demanding weeks of boot camp.

Without the staff of RTC's drill division and the recruits who work for them, there would be no weekly recruit review to launch the Navy's newest sailors into their careers.

The company commanders of drill division train the 50-State Flag Team, the Bluejacket Chorus and the RTC Rifle Team. The drill division CCs also train the staff team, which serves as the color and honor guard. In addition, drill division coordinates the show, from the marching recruit companies to the sound system. The recruits on the rifle, flag and staff

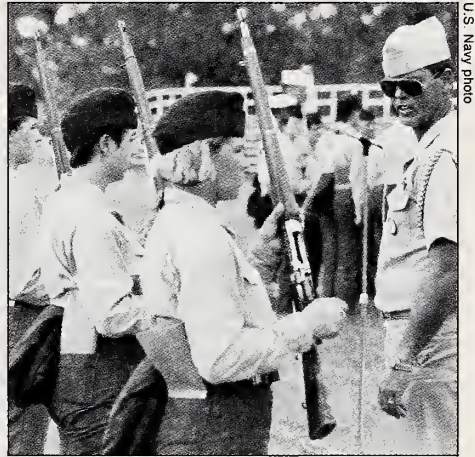
teams work on a six-week rotation, the first three of which are filled with morning practices. The recruits perform during the final three weeks, then graduate with their regular companies after the last show. There are junior and senior groups at all times, and when the senior team has finished its third performance, a junior team is ready to begin its first.

The Bluejacket Choir is made up of sailors from different training groups and loses graduating recruits each week. The graduating recruits are replaced by recruits who have already passed a voice audition, which usually consists of a few bars of "The Star Spangled Banner."

"Out of a group this size," choir director Marybeth McCallum said over the voices of the 50-plus singers, "we may have five or six really good singers."

The constant turnover complicates the choir director's mission, but recruits assigned to the rifle team say a flat note or two is *nothing* compared to the bruises you could get from lack of precision.

Well into her first week of training with the rifle team, Seaman Recruit



Amelia Jones of Mobile, Ala., said, "I still don't think I'll be able to do it." The trick of handling the Korean-War vintage rifles draws "oohs" and "aahhs" from every crowd — and make nervous stomachs among the instructors. The CCs in RTC's drill division say they enjoy their job. Rifle team instructor, Chief Aviation Ordnanceman Joseph Barlow put it this way: "It's extremely rewarding when someone in the crowd tells you they enjoyed the show." ■

Story from PAO, Naval Training Center, Orlando, Fla.



# Bearings

## Career counselor shares experience of his many careers

"Everything's a hustle. I've always believed that if I wanted something, I had to hustle for it," said Navy Chief Career Counselor Larry Putnam. Sounds like a line from the movie "The Color of Money," but that's not the kind of hustle Putnam promotes. He is a firm believer in working hard to achieve goals, which is exactly what he's done to get where he is today.

Putnam is the command career counselor aboard USS *Guam* (LPH 9). It wasn't long after he reported aboard that Putnam began to hustle for the ship.

In addition to his duties as career counselor, Putnam offers his assistance as a graphic artist, which is a talent he's utilized since his grade

school days in Evansville, Ind. He also studied for his associate's degree in art in Evansville.

Putnam has always set out to live life to the fullest. He first enlisted in the Navy in 1962, starting out as a boatswain's mate. During that time he was deployed to southeast Asia. "I spent my [high school] senior trip in Vietnam," he said.

Putnam finished his four-year tour in 1966 and decided to give civilian life a try. Putnam said there is one problem that is constant when working with non-military employers: If a person works hard to get ahead, then his supervisor will get nervous that

the worker is out to get the supervisor's job, then the worker gets laid off.

"In the Navy," Putnam said, "it's the supervisor's job to make sure that the worker gains as much knowledge as possible in the field. That's how we all get ahead."

Getting ahead is what Putnam has been doing. He decided to come back to active duty in 1975. He reported aboard USS *Enterprise* (CVN 65) as a nonrated seaman. From there he went to Patternmaker "A" school and became a PMFN.

After working as a patternmaker for a while, he discovered that the advancement percentage for that rating was not very good, so he converted to hull technician.

"At that time, hull technician was wide open, and I ended up making first class in four and a half years," he said. "From there I converted to NC and have been doing that job since 1980."

Since he's been aboard *Guam*, Putnam has been working with crew members to help them decide what's best for their careers. Putnam is happy when a sailor is content with whatever career decisions he makes. He has also tried to match skills and talents of nonrated personnel with the needs of the Navy.

Putnam has worked in many different fields to get to where he is today. The crew reaps the benefits of Putnam's philosophy of life.

"My philosophy is that a person should find 10 percent of something they like and expand on that," said Putnam. "Once that is achieved, a person should never go back, but instead keep growing. That bit of advice has worked for me." ■

—Story and photo by JO3 Adam S. Bashaw, PAO, USS *Guam* (LPH 9).





# Bearings

## All-ESWS team gets USS *Jack Williams* under way

USS *Jack Williams* (FFG 24) recently got under way from Bahrain using a sea and anchor detail consisting only of enlisted surface warfare specialist-qualified crew members.

The all-ESWS team was established by Senior Chief Radioman Earlyn Daniel, the ship's command senior chief.

He had plenty of talent to choose from, as 32 crew members are ESWS-qualified.

Another 15 have been striving to attain their qualifications during the ship's present deployment.

Initially, the all-ESWS team was assisted by surface warfare-qualified

officers. After three under-instruction watches, the all-ESWS team was ready to take the ship out on its own.

The CO and XO were the only officers present in the pilothouse as they viewed the evolution.

Members of the team included Chief Quartermaster Gary Shoemaker, Chief Sonar Technician Ronald Smith, Chief Interior Communications Electrician Mark Doran, Chief Operations Specialist Donald Anderson, Chief Signalman Stephen Peppeler and Chief Engineman Shannon Zerkel. Also on the team were Electronics Technician 1st Class Samuel Davis, Gas Turbine Systems

Technician 1st Class Richard Reynolds, IC2 Alfred Haywood, Fire Controlman 2nd Class Rodric Morgan and FC2 Mark Collier.

"No one could have imagined our ESWS program developing to the point where it is today," said CDR John W. Young, the CO.

"Our chief petty officers have been instrumental in developing the program, and their enthusiasm has spread throughout the ship," he said. "I'm extremely proud of our crew members' accomplishments." ■

—Story reprinted from the *Mirror*, Naval Station Mayport, Fla.

## Kennedy clowns provide acts of good will

Clowning around is serious business aboard USS *John F. Kennedy* (CV 67). "Kennedy Clowns," a small group of crew members who volunteer to bring some fun into people's lives, was started during Mediterranean cruise 1987-88 and now consists of 14 members.

New members are screened by Chief Boatswain's Mate Franklin Brant, the *Kennedy Clowns'* coordinator, and are trained by four other experienced clowns. Training involves helping the clowns to develop a character, teaching them how to use clown make-up and perform skits.

"We get funding from the religious ministries department for make-up, but other expenses are paid for by the clowns," said Brant. "These guys deserve recognition for giving their time, money and work to bring fun and cheer into people's lives."

Brant, with Chief Aviation Elec-

tronics Technician Bruce Berg, another *Kennedy* clown, dressed up as "Gadgets" and "Mr. Buttons" to visit patients at Mercy and Osteopathic Hospitals in Portland, Maine.



Photo by PH3 Kevin Gill

The clown duo was a huge hit with hospital staff and patients. They paraded from room to room passing out Navy bumper stickers and leaving smiling faces behind.

Brant, who has clowning his way through Navy ports for six years, said his most memorable experience was in Spain, where an autistic patient, mute for several months, suddenly introduced himself and spoke with Gadgets.

The clowns have a lot of fun at what they do, but it takes its toll emotionally. "Some of the people we perform for are institutionalized for a variety of mental or physical impairments," Brant said. "It just isn't easy."

"Providing entertainment to a variety of audiences during port visits gives the public a chance to see that *Kennedy* is not just a warfighting machine, but also a vessel manned with sensitive, caring people." ■

—Story by J0SN William L. Barron, PAO, USS *John F. Kennedy* (CV 67).

**A *Kennedy* clown cheers a young hospital patient.**



# Bearings

## UNITAS crew members donate pocket change to needy

Here is a riddle:

What's as big as four ships put together, has almost 4,000 helping hands and fits in a shoe box?

The answer:

"Operation Coin Box."

Operation Coin Box is one of the humanitarian projects that falls under the umbrella of the goodwill mission of *Unitas*.

Taking its title from the Latin word for "unity," *Unitas* is an annual deployment by a U.S. Navy task force that serves to promote hemispheric solidarity, enhance operability between the United States and South American navies, and promote good will between South America and the United States.

Many sailors on *Unitas* take personal interest in promoting good will.

"Operation Coin Box is an opportunity for all U.S. participants of *Unitas* to extend a helping hand, financially, toward the needs of the people in the countries we visit," said LT David Remy, the staff chaplain for Commander, South Atlantic Force, U.S. Atlantic Fleet.

Remy coordinates the coin box activities for nearly 2,000 American

sailors and Marines from the ships of the *Unitas* task force.

"When crews go on tours or just on liberty and they see the surrounding areas, they obviously see that there

are people in need," said Remy. "Sometimes people right off the street corners or on the sidewalks ask for money. Invariably, the crew will say to me, 'What can I do to help these people?'"

According to Remy, Coin Box was created to donate some of the money accumulated by *Unitas* crew members to the needy.

Shortly before the ships sound their whistles for departure, Chaplain Remy drives to a pre-chosen charitable organization, selected on the basis of need and merit, and presents *Unitas* donations.

Although unfamiliar with Coin Box's history, Remy is undeniably aware of its importance.

"If it had not already been in existence," he said, "it's something that somebody would have come up with, sooner or later."

Four ships with 4,000 helping hands sailing around South America helping those in need — all of that in a box! ■



Photo by JO2 William Polson

**LT Remy, staff chaplain for Commander, South Atlantic Force, collects donations. Operation Coin Box allows *Unitas* participants to help the needy.**

—Story and photo by JO2 William Polson, PAO, Commander, South Atlantic Force U.S. Atlantic Fleet.

## Storekeeper challenges riveting price and receives cash

Complex organizations such as the Navy were made to run like a well-oiled machine, however, the human element is always necessary to ensure nothing "falls through the cracks."

That "nothing" would include, for instance, a small brass rivet costing more than \$14,000 that came to the attention of Storekeeper 3rd Class Pablo Rodriguez Ruiz last spring.

Ruiz, who works in the S-1 Division aboard USS *Iowa* (BB 61), noticed the outrageous price tag while doing a routine price check.

"When I saw it, I checked the price and the only other one I had was listed at five cents," he said.

He then discovered that there was one of these pricey rivets aboard. "Not only was it just an ordinary brass rivet, but it was even smaller than the one that costs five cents," he said.

Ruiz brought the problem to his division leading chief.

"The senior chief told me I should get into the 'Buy Our Spares Smart' price challenge program," the storekeeper said.

"After that I was just waiting for an answer. I really wasn't expecting any money or anything," he said.

"Then one day, LT Bjelland, the stores officer, came in and told me I was \$50 richer!"

Ruiz decided that since he wasn't the only one involved in making the price challenge, he would donate the money to Navy Relief on behalf of *Iowa's* crew. ■

—Story by JO2(SW) Wesley Burton, PAO, USS *Iowa* (BB 61).



# News Bights

**S**hips, aircraft and ground-based air traffic control and monitoring facilities of the United States and Soviet Union conducted radio communications tests in December in the Bering Sea and Mediterranean Sea.

The tests to check for compatibility between Soviet and U.S. radio equipment were successful. They were conducted under guidelines in the Dangerous Military Activities Agreement between the superpowers that went into effect Jan. 1. The treaty was signed last summer "to avoid any accidents from being caused by the inability to communicate with the other side," said Pete Williams, Assistant Secretary of Defense for Public Affairs.

\* \* \*

**F**ormer crew members of USS *Pueblo* (AGER 2) will receive the Prisoner of War Medal following a decision by Secretary of the Navy H. Lawrence Garrett III. His action came after legislation was passed by Congress amending the law governing the POW Medal.

*Pueblo* was on an intelligence-gathering mission in international waters in the Sea of Japan Jan. 23, 1968, when a North Korean patrol boat ordered the ship to heave to or be fired upon. The U.S. ship continued on course as more Korean patrol boats joined the first and fired on *Pueblo*, injuring four crewmen. The entire 82-man crew was taken prisoner, and physically and psychologically tortured in captivity until their release almost a year later, on Dec. 23, 1968.

The POW Medal itself was approved by Congress in March 1988, however *Pueblo's* crew wasn't authorized to receive it because DoD determined the ship was on a surveillance mission rather than a combat mission. DoD also said that "the nations of North Korea and the United States were formally and actually at peace" and that, therefore, the *Pueblo* crewmen weren't considered POWs.

The Navy argued that a state of hostility existed because a peace treaty was never signed to end the state of undeclared war.

\* \* \*

**T**he Navy Memorial in Washington, D.C., is gearing up for the planned fall 1990 opening of a visitor's center.

The 22,000 square feet of the center will provide space for a 250-seat movie theater for showing of a 20-minute film about the U.S. Navy. The center will also include video booths with historical photos and visual catalogs of Navy ships and aircraft.

An important display will be the Navy Memorial Log — a computerized record of past and present Navy

members. The log is being expanded to include individual photographs. More than 130,000 names have been entered into the log with place of birth, dates of naval service and highest rank or rate attained.

Construction of the Navy Memorial was authorized by Congress in 1980, with the stipulation that all funding come from private donations. For more information about the Memorial write: U.S. Navy Memorial, Box 12728, Arlington, Va. 22209-8728, or call 1-800-821-8892. In Virginia and the D.C. metro area, call (703) 524-0830.

\* \* \*

**F**or only the second time in U.S. history, a submarine has circumnavigated the North American continent. USS *Silversides* (SSN 679) completed the 20,500 mile cruise last fall, after departing Norfolk Aug. 25. The boat headed north along the east coast of North America, finally surfacing at the North Pole. *Silversides* headed south to Hawaii before crossing the Pacific and transitting the Panama Canal, finally steaming home to Norfolk.

The first U.S. sub to circumnavigate North America was USS *Nautilus* (SSN 571) on the first transpolar expedition in 1958.

\* \* \*

**W**ithin a week, eight civilians suffering from carbon monoxide poisoning were treated at two Navy sites in Groton, Conn., to remove the deadly gas from their bloodstreams.

Civilian hyperbaric chamber facilities weren't available, and the Navy stepped in to help three families with the use of chambers located at the Naval Submarine Base New London and aboard the submarine tender USS *Fulton* (AS 11).

The Navy uses hyperbaric chambers primarily for the treatment of divers suffering from the bends and other diving injuries. The condition of the civilians was thought to be caused by faulty home furnace ventilation systems.

\* \* \*

**M**arch is National Women's History Month for 1990. The month's theme is "Courageous Voices Echoing in our Lives." The observance recalls achievements of women in U.S. history.

The proclamation by President George Bush designating the special month says, in part, "Every aspect of our national life has been touched by the leadership, energy and insight of outstanding American women." □



# Mail Buoy

## Another point of view

While I enjoyed most of the December issue of *All Hands*, there was one article I found misleading. "Sailors vs. sailors," written by RADM Brooks, Director of Naval Intelligence, seems one-sided.

He ominously warns us that the Soviet "political officers are reminding them [young Russian sailors] that America and the West still threaten the Soviet Union and that Soviet communism and Western democratic capitalism are still irreconcilably opposed systems." While this is undoubtedly true, it is not the whole story.

ADM C.A.H. Trost, Chief of Naval Operations, wrote in his 1990 Report to Congress that, "despite the hopeful signs of unilateral force reductions and changes within the Soviet Union, we cannot ignore the realities of Soviet power. We must not allow ourselves to be lulled into complacency by *glasnost* and *perestroika* initiatives undertaken by Secretary General Gorbachev to rejuvenate a deteriorating Soviet economy." It is clear that Trost believes *glasnost* and *perestroika* to be political tools to build the Soviet economy and not a change in ideology to conciliate communism and our representative democracy. Obviously, the Soviets are not the only ones "reminding" their sailors that the other side is still a danger.

Next, when explaining the Soviet military cutbacks, Brooks writes that "most, if not all, of the ships to be retired were at the end of their useful lives and would have been retired within the next five years anyway. Presumably the personnel to be removed will also be screened to identify and retire the least effective."

Again, this statement is true. But aren't we basically doing the same thing? In response to Secretary [of Defense] Dick Cheney's request to find areas to cut, our military commanders responded with the proposed closing of some nearly obsolete bases and cancellations, cutbacks and extensions of already politically unpopular weapons systems. Of course, our Navy doesn't screen sailors to find the least effective. We offer early outs (for those who would get out anyway) and boost recruiting criteria.

Lastly, Brooks cautions that, "in the meantime, the Soviet navy's modernization program continues." From what I've read in *All Hands*, our modernization pro-

gram is prospering. The new *Aegis* guided missile destroyer class *Arleigh Burke* (DDG 51) and the *Abraham Lincoln* (CVN 72) are just the beginning. While their ships are under construction, ours are being commissioned.

The Soviet navy is not above carefully choosing words to represent themselves in the best possible light, but let us not forget, *our* Navy does the same.

—JO2 K. Miller  
Student, EEAP  
NavResRedCom, Region 7  
Charleston, S.C.

## Disappointed and distressed

I am quite disappointed in your article on the Soviet naval visit to the Norfolk Naval Station in the November '89 issue. As a crew member of the "World's Finest Cruiser," USS *Harry E. Yarnell* (CG 17), the primary host for the historic visit, I was upset that you failed to mention us in any way.

A lot of work went into this visit, most of it done by our sailors and those of USS *Milwaukee* (AOR 2) and USS *Peterson* (DD 969) the secondary hosts. We were the ones who escorted [the Soviet sailors] to Busch Garden, Lynnhaven Mall, Towne Point Park, the beach and everywhere else they went.

Your article was not complete enough for one of the most historic events of the 80s. I read what the Soviets had to say in the "Red Star," and they did a better job.

—FC2(SW) Jeffrey C. Blocker  
USS *Harry E. Yarnell* (CG 17)

• *Thanks for setting the record straight. Our hats off to the sailors of Yarnell, Milwaukee and Peterson for helping make the Soviet visit a success.* — ed.

Distressing as it was to see sailors of the United States Navy festooning their uniforms with various Soviet naval badges/devices bearing the hammer and sickle of communism, I was even more dismayed that this action was duplicated by no less than a First Class and a Chief.

No wonder the young sailors of USS *Thomas S. Gates* (CG 51) and USS *Kauffman* (FFG 59) are wearing this stuff! Collecting the "other guy's" militaria is perfectly acceptable, but put it in your pocket, not on it! Apparently the Soviets depicted were much more aware of their uniform "regs" than our troops were, as

none of them display any of our own devices or ribbons. There also appears to be a proliferation of crossed U.S./Soviet flag pins appearing on the uniforms of the HM1 on the cover and Marine Lance Cpl carrying a wreath on the back cover. This is obviously someone's slick idea for good PR with the Soviet hosts, but it sets a bad precedent, is against "Regulations of the U.S. Navy" and is personally offensive.

As for the remark from the sailor who stated he could never go into battle against Soviet sailors because he now considered them his friends, [it] indicates to me that a succession of his superiors have failed in their leadership roles down the line since boot camp to indoctrinate him as to why we have a Navy and what is his expected duty to these United States as a member of that Navy. "*Glasnost*" propaganda aside, it appears that someone has forgotten the fact that these sailors are representative of American man-o-warriors . . . not just a gaggle of "Love Boat" style tourists, including the staff of *All Hands*. From the appearance of the Soviet military, however, no such omission was made (or permitted) among their personnel.

—AO1(AW) W.E. Shaw (retired)  
Ellicott City, Md.

## Correction

Concerning your article in the January '90 issue "Five TAR ratings disestablished" In News You Can Use, you stated that "TAR" stands for Temporary Active Reserve. This statement is in error. TAR actually stands for Training and Administration of Reserves.

—SK1 William R. Fisher, USNR, TAR  
ComNavResFor, New Orleans, La.

• *We've received numerous letters and phone calls on this matter. We stand corrected.* — ed.

## Reunions

• **USS Hancock (CVA 19) all air groups, ship's company, and Marines** — Reunion June 24-26, Las Vegas. Contact Marshall Squire, 915 North York Road #204, Elmhurst, Ill. 20126; telephone (312) 834-4837.

• **USS California (BB 44)** — Reunion June, Charleston. Contact Harold Bean, 616 W. Lafayette, Staunton, Ill. 62088.





USS *Carl Vinson* (CVN 70) takes a bath while testing her Counter-measure Wash Down System. The system was developed for defense against nuclear, biological or chemical attacks. It has also been adapted for use in fighting fires. Photo by PH3 Robert Noren Jr.





**“Hunt for Red October” ● Page 34**

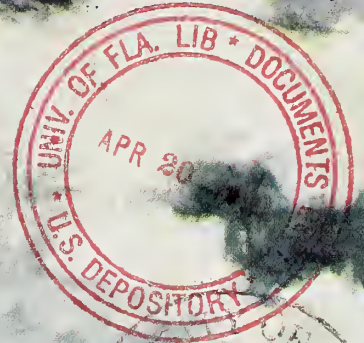


# ALL HANDS

MAGAZINE OF THE U.S. NAVY

APRIL 1990

U.S. DEPT. OF THE NAVY LIBRARIES



359.05  
A416 V

- Navy artist
- Malta mission

ODICAL





An SH-2F *Seasprite* helicopter of Helicopter Anti-Submarine Squadron, Light 31 hoists a man from the deck of USS *Jouett* (CG 29) during an exercise off the Southern California coast. Photo by PH1 Gordon Wilcox.



Secretary of the Navy  
**H. Lawrence Garrett III**

Chief of Naval Operations  
**ADM Carlisle A.H. Trost**

Chief of Information  
**RADM Brent Baker**

CO Navy Internal Relations Activity  
**CDR Connie L. Haney**

XO Navy Internal Relations Activity  
**LCDR Patricia J. Anthony**

Director, Print Media Division  
**LCDR John A. Marchi**

All Hands Editor  
**JOC Robin Barnette**

All Hands Assistant Editor  
**JO1 Lee Bosco**

Photojournalist  
**PH1(AC) Scott M. Allen**

Writers  
**Jan Kemp Brandon**  
**JO1 Melissa Lefler**  
**JO1 Dennis Everette**  
**JO1 Chris Price**  
**JO2 John Joseph**  
**JO2 Andrew I. Karalis**  
**JO3 Marke Spahr**

Associate for Art and Layout  
**Michael David Tuffli**

Communications  
**RM1 Adrian Baker**

Graphics and Typesetting  
**DM2 Mike Rodrigues**  
**DM3 P.V. Whitehurst**  
**William E. Beamon**

**All Hands** (USPS 372-970; ISSN 0002-5577) is published monthly by Navy Internal Relations Activity: 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Second-class postage paid at Alexandria, VA 22314, and additional mailing offices.

**Subscriptions:** Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Price: \$15, U.S. and FPO; \$18.75, foreign. Make checks/money orders payable to: "Superintendent of Documents, GPO."

**Postmaster:** Send address changes to NIRA, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007.

**Editorial Offices:** Send submissions and other correspondence to: NIRA, Print Media, Attn: Editor, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Phone (703) 274-6208 (AV 284-4455) for editorial; (703) 274-5953 (AV 284-4315) for distribution.

**Message:** NAVINRELACT WASHINGTON, DC.

**Authorization:** The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

NIRA also publishes *Captain's Call Kit*, *Navy Editor Service*, *Navy Family Lifeline*, *Navy News Service*, *Public Affairs Communicator* and *SecNav/CNO Report to Congress*.

# ALL HANDS

MAGAZINE OF THE U.S. NAVY  
APRIL 1990 – NUMBER 877  
68th YEAR OF PUBLICATION



Photo by PH2 T. Lally

## Found on Palau — Page 36

**4 Mission in Malta**  
*Belknap hosts President*

**8 Shipboard meeting**  
*First superpower meeting*

**10 Fleet trains dockside**  
*Mobile Pierside Trainers*

**11 Nuclear war videos**  
*New film series*

**14 Naval power**  
*Navy still needed in '90s*

**18 CNO in U.S.S.R.**  
*A personal account*

**21 Wanted: nurses**  
*MECP needs sailors*

**24 Committed to art**  
*John Charles Roach*

**30 Then, there was one**  
*Technology overtakes subs*

**32 Quartermasters**  
*Navigating world's waters*

**36 Home at last**  
*Lost airmen are found*

**40 Alive and kicking**  
*"Champ" works with recruits*

**2 News You Can Use / 42 Spotlight on Excellence**  
**43 Bearings / 46 News Bights / 47 Mail Buoy / 48 Reunions**

**Front cover:** High seas and stormy weather make the safety line a must aboard ship. Artist John Charles Roach captures scenes of naval life in his sketches and paintings. See story, Page 24. Art by John Charles Roach.

**Back cover:** President George Bush is greeted aboard USS *Belknap* (CG 26) by VADM J.D. Williams, Commander, 6th Fleet. *Belknap* was President Bush's temporary home during the seaborne pre-summit with Soviet Chairman Mikhail Gorbachev. See story, Page 4. Photo by JO1 Kip Burke.



# News You Can Use

## Panama lengthens tours, sea duty credit

With conditions in Panama returning to normal, travel restrictions have been eased. That also means personnel reporting for Type III sea duty after June 1 will serve tour lengths that were in effect before March 1988.

Personnel reporting after June 1 will serve 36-month tours if accompanied and 24-months unaccompanied (24/18 for those stationed at Galeta Island). Members subject to shorter tour lengths imposed after June 1 will retain their current projected rotation date unless they request a voluntary extension of their tour length.

Travel to Panama has been approved for military personnel returning to duty from the United States, as well as Department of Defense civilians, Panama Canal Commission employees and teachers of DoD dependents' schools. Students on annual visits to sponsors, family dependents on environmental and morale leave or vacation whose sponsor is assigned

in Panama, and family members of service members who extend their tours will also be permitted to travel back to Panama.

Active-duty members who are departing Panama as a result of the Dependent Downdraw Plan, designed to limit the number of families in Panama, will receive full sea duty credit for assigned tours (30 months minimum) as prescribed by their sea/shore or Continental/Outside United States requirements.

This full-tour credit applies only to Navy rotation pattern requirements and does not impact on joint tour requirements. In these cases, members will receive credit for the actual time served in a joint billet.

Members subject to the Downdraw Plan who are still in Panama may either leave at their scheduled projected rotation date or request an extension. Unaccompanied personnel may request to bring their families to Panama at that time and convert to the new accompanied tour lengths. □

## ***PCS Information***

### **Mortgage and relocation assistance**

A Navy initiative provides mortgage and relocation assistance to transferring sailors. It allows local and national realtors to place relocation information in all Navy Housing Referral Offices.

Many of the participating realtors have developed programs granting military personnel discounts on different facets of mortgage service. Some of the services offered by realtors to transferring members include pre-qualification for mortgages, discounts on loan origination fees and rental assistance.

HRO staff will not refer service members to or steer them away from any specific realtor. Transferring personnel must review the realtor information available in the HRO and decide for themselves.

Before transferring, check with your local HRO. The information you receive may save you time and trouble during your move. □

## **Leader's guide**

The 1990 Navy Leader Planning Guide is now in the supply system and has been sent to certain commands by a modified Standard Navy Distribution List. They can also be ordered directly by your command.

The guide, originally titled "The Division Officer's Planning Guide," was designed to remind division officers of important dates and information through its calendar format. As a result of fleet suggestions, the title and focus have changed to provide a personal time management tool that addresses the needs of all leaders. □



## VHA based on dependents' location

Some personnel can receive a Variable Housing Allowance based on location of their family members, rather than their permanent duty station. This program is described in SecNavInst 7220.82.

The key to this program is that military necessity, not personal choice or circumstance, causes the member to reside away from family members, making a daily commute between home and work impractical.

Commanding officers may approve a request for VHA based on a family's location if the service member meets one or more of these criteria:

- If a member is stationed in an area designated as a "critical housing" area (see NavOp 101/89).
- If a member is stationed at a unit designated as "unusually arduous sea duty" (see SecNavInst 4650.19B).
- If a member is stationed on board a ship entering overhaul involving a home port change, but family members are not relocated under the homeport change orders.
- If a member is of a crew on a vessel under construction when conditions at the building site make it necessary for family members to live separately.
- If a member is issued a change of home port or duty station and the family members relocate to that location prior to the Navy's announcement of the move.

- If a member is on indeterminate temporary duty or temporary duty pending further orders.

The following reasons are *not* considered justification to receive VHA based on family members' location:

- Member wants to maintain continuity in his or her children's education.
- Member wants to sell or has sold a house.
- Member is on a waiting list for government housing.
- Member's spouse will lose his or her job.
- Member wants to retire in an area other than the current duty station.
- Member will lose money by relocating family.
- Member claims the Navy will lose money by relocating family members.
- Member or family member needs special medical treatment that's available at both the old and the new duty stations.

On a case-by-case basis, the Director, Naval Military Personnel Command (NMPC-46) can approve VHA based on a family's location when such cases fall outside of the established approval criteria and don't depend on one of the disqualifying reasons listed above. Send all requests to Procedures Branch (NMPC-461) by letter via your command and explain the circumstances. ☐

## Pullover sweater optional Navy wear

The Navy blue pullover wool sweater with fabric epaulets, shoulder and elbow patches has been approved for wear by all Navy personnel. The sweater is an optional uniform item and may be worn with winter blue, winter working blue, summer khaki, working khaki or dungaree uniforms when authorized by the area command or CO aboard ship.

The sweater is authorized for wear aboard ship, on base or station and direct point-to-point transit between home and place of duty. This sweater is not

authorized for wear off base in public places.

Officers must wear soft shoulder boards on sweater epaulets; enlisted (E-1 through E-9) wear no insignia on the sweater.

Shirt collars must be worn outside the sweater and a Velcro backed, leather name tag (2 x 4 inches) embossed with rank/rate and name is required. An earned warfare insignia may be embossed above the individual's name. Other insignia or pin-on devices are not authorized. ☐



# Mission in Malta

## *Belknap plays host to President Bush for pre-summit meeting.*

Story and photos by JO1 Kip Burke

For a few days in December, the attention of the world was focused on two ships anchored in a bay at Malta, an island nation in the Mediterranean Sea. The U.S. 6th Fleet flag-ship USS *Belknap* (CG 26) and the Soviet guided missile cruiser *Slava* supported the superpower meeting of President George Bush and Soviet Chairman Mikhail Gorbachev — and did so in the face of a Mediterranean winter storm that lashed the ships.

Both sides said it wasn't a summit, just a low-key meeting prior to a proposed April summit. The seagoing locale seemed to be custom-made for a relaxed, no-agenda meeting reflecting the improved state of U.S.-Soviet relations. There was nothing low key, however, about the preparations made by the crew of *Belknap's* 6th Fleet staff.

*Belknap* had just come out of a two-month yard period, and, although in tip-top material condition, needed scrubbing, painting and attention to small details to become the proper place for a meeting of world leaders. Every department and work center took some role in the preparations. *Belknap's* deck force took care of the outside of the ship.

"We painted the whole ship — from the signal bridge to the water-line," said Boatswain's Mate 2nd Class Jack Barker. "All the haze gray, plus all the white trim and the deck — everything."

Almost every interior passageway



on the ship received a coat of paint, too, and every deck was stripped and waxed. Areas that the President would frequent were given special care. Boatswain's mates prepared a fancywork awning that would decorate the ceremonial quarterdeck through which the President and high officials would pass.

Under the supervision of White House advance man Steven Broadbent, a Naval Reserve lieutenant commander, two flag office spaces were cleared for use by the President's staff members. The President, of course, would occupy the admiral's stateroom, and Secretary of State James A. Baker III would use the chief of staff's cabin. The special

**President Bush gets a personal escort to *Belknap* where he stayed during pre-summit talks.**

guests required the services of several teams of military specialists.

A joint-service White House communications team came aboard to install and wire extra phones to keep White House staff members in touch with each other and the world while aboard.

Divers from Explosive Ordnance Disposal Detachment Sigonella, Sicily, augmented by members of EOD Mobile Team 2, Little Creek, Va., were assigned to search *Belknap's* hull and the floor of the bay for explosive devices. They also





Top: Soviet luxury liner *Maxim Gorky* awaits the arrival of President Bush and his entourage for pre-summit talks. Right: Crew members of *Belknap* salute President Bush as he is piped aboard.

searched the bottom of any tug or barge that came alongside the ship, and searched any compartments the President would occupy for possible bombs.

The Marines were part of the support group, too. Marine Air Control Group Detachment, part of the 24th Marine Expeditionary Unit deployed to the Mediterranean, was on hand to provide surface-to-air protection for the President with *Stinger* missiles.

A Marine Rigid Raider small boat unit, part of 24th MEU deployed aboard USS *Trenton* (LPD 14), supplemented Maltese patrol boats in picket duties, keeping unauthorized small craft away from the two warships.

*Belknap's* chaplain, LT David M. Schwabauer, was preparing a church service that the President would attend on Sunday, Dec. 3.



"I'm trying to keep my mind off the fact that the President of the nation is there," he said. "I'm hoping I can keep my eyes on God and keep this all in perspective."

A line of sideboys practiced their presidential arrival honors over and over, with a visiting Marine officer's pointers putting a crisp edge on their performance.

The crew of the admiral's barge put the finishing touches on their boat, knowing that it would carry the President and other high-ranking dignitaries.

In the wardroom and the flag mess, preparations for feeding the important guests were in high gear. Navy mess specialists from the White House staff manned the galleys, and



# Mission in Malta

---

*"We now stand at the threshold of a brand-new era of U.S.-Soviet relations."*

---

crates of White House china and silverware were opened and distributed.

For many of the crewmen of *Belknap*, the high point of the Malta trip happened before the President arrived. On Nov. 30, dozens of Soviet sailors visited *Belknap*, meeting their U.S. counterparts who had missed out on the visit to Sevastopol in the Soviet Union the previous summer. Before, during and after lunch, a continuous swap meet stripped the American sailors of ball caps and souvenir cigarette lighters — and the Soviets of uniform hats and badges. Conversations leaned toward shipboard life and away from politics.

*Belknap* crew members toured *Slava* at the same time, meeting Soviet officers, comparing notes and coming back with bags of mementos.

A 6th Fleet contingent, led by VADM J.D. Williams, Commander 6th Fleet, toured *Slava* and dined in the Soviet admiral's wardroom with their counterparts led by VADM V.Y. Selivanov, Chief of Staff of the Black Sea Fleet.

Both admirals toasted the dramatic changes in the world that had brought them together and agreed that they should do this more often.

The President and his entourage arrived on Dec. 1 after a visit to USS *Forrestal* (CV 59). The arrival honors proceeded flawlessly and President Bush stopped to put on a *Belknap* ballcap and shake hands with a number of *Belknap* sailors.

"There was a line of chiefs at attention and the President stopped, shook our hands and said, 'How's it going, Chief?'" said Chief Yeoman Manuel Guerra.

Later that evening, the Commander-in-Chief walked around the ship meeting sailors and later went fishing

off the fantail. Results of the fishing expedition were not announced, but *Belknap* sailors all over the ship enjoyed the chance to meet the President, shake his hand or get a photo taken with him.

That night it didn't look like anything could stand in the way of a successful superpower meeting aboard the two ships. However, the next morning, the weather reminded everybody that there was another superpower with whom they must reckon.

Overnight, northeast winds had picked up to 36 knots with gusts to 42, and both ships dragged their stern anchors. Bow anchors held, though, and *Belknap* and *Slava* maintained their 400-yard separation.

The admiral's barge crew, after making test runs, determined that the weather and *Slava's* small accommodation ladder made safe transfer nearly impossible. The Soviets had apparently come to the same conclusion, and both sides agreed to meet aboard the Soviet luxury liner *Maxim Gorky* where Gorbachev had been staying.

The leaders met for about five hours aboard *Gorky*, and during the meeting the weather deteriorated badly. Winds increased to 45 knots with gusts to 54, and the CO of *Belknap* ordered that the stern anchor be released and the ship steam toward the bow anchor to release the strain.

Returning from *Gorky* in high winds, heavy seas and intermittent rain made the 1,000-yard trip into what White House spokesman Marlin Fitzwater called "an exciting afternoon's sail." In an amazing feat of seamanship, the boat crew returned the President, the Secretary of State and a score of aides and Secret Serv-



**USS *Belknap* sailor puts a welcoming arm around the shoulder of the President, who met many crewmen during his visit.**

ice agents safely to *Belknap*.

The President spent the rest of the afternoon on *Belknap's* bridge, observing the weather. A planned afternoon meeting and state dinner with Gorbachev aboard *Belknap* was clearly out of the question — nobody was going anywhere in weather like that.

Instead, the President had a quiet dinner with his closest advisers in the flag mess. But after dinner, the President wanted to meet more of *Belknap's* crew and express his thanks to them for their efforts.

As he toured the ship, a current of excitement passed through the crew. Although some had been disappointed that the weather had kept Gorbachev from visiting *Belknap*, President Bush more than made up for it, they said, by shaking hands and having his picture taken with dozens of crew members.

At one point, the President appeared beside a sailor standing the anchor chain watch on the bow and thanked him — a gesture truly appre-





ciated in the 50-knot wind and rain.

*Belknap's* support continued, of course, long after the President and his party had retired to sleep that night.

Engineering watches manned the boilers and engines as the ship steamed in place against the storm.

Anchor watches from the deck department faced the storm all night, reporting strain on the anchor chain and how the anchor was tending to the bridge as often as every minute.

The weather had improved dramatically by Sunday morning, and the President and his staff joined *Belknap* crew members in morning worship services. A ten-man gospel choir sang and Chaplain Schwabauer gave a sermon on "Abraham, the Altar Builder."

After church, the admiral's boat crew made an uneventful trip delivering the presidential party to *Gorky* for the final meeting. After an unprecedented joint press conference, President Bush, Chairman Gorbachev and their respective ships went their separate ways, but, as Bush put it, with one great difference.



"We now stand," he said, "at the threshold of a brand-new era of U.S.-Soviet relations." □

**Top:** U.S. and Soviet sailors swap memorabilia aboard *USS Belknap*. **Above:** Top-level meeting is held aboard *Belknap* prior to pre-summit talks.

*Burke is assigned to the 6th Fleet Public Affairs Office.*



# Shipboard meeting

---

## *First superpower meeting was Atlantic Conference of 1941.*

---

Story by John Reilly

The plan for the Malta meeting — until King Neptune stirred up some nasty weather — called for U.S. President George Bush and Soviet Chairman Mikhail Gorbachev to take turns meeting on board USS *Belknap* (CG 26) and the Soviet guided missile cruiser *Slava*. The idea of a meeting at sea is certainly unusual, but not altogether unknown. A previous meeting between world leaders also took place on board naval ships, and became a landmark in the history of our own century.

By August 1941, World War II was nearly two years old. War was brewing in the Far East, where China and Japan had been at each others' throats for more than four years. Hitler had conquered Europe from Greece to the Atlantic and was driving deep into Russia. Britain was holding the line, but with difficulty. Submarine wolf packs were hard at work in the Atlantic; by mid-1941 more than five and a half million tons of British shipping had gone down.

Most Americans wanted nothing to do with war, but were slowly coming to realize the danger that would be posed if England fell. President Franklin Delano Roosevelt — or, as he was universally called, FDR — was working hard to provide all possible help “short of war.” The Lend-Lease Act, passed by Congress in March 1941, allowed the President to furnish goods and services to nations whose defense he thought vital to the

protection of the United States. In April, thinking that Hitler might attempt to establish a North Atlantic beachhead on Greenland, FDR declared that Danish island under U.S. protection. By July, the situation had become more serious and FDR sent American troops to defend Iceland.

By this time the U.S. Navy was assigned the task of keeping Axis

---

### *Secrecy and security could be obtained by meeting... afloat.*

---

warships out of the Western Hemisphere. On May 27, 1941, FDR proclaimed a state of national emergency and told Americans that “war is approaching the brink of the Western Hemisphere itself. It is coming very close to home.... Old-fashioned common sense calls for ... a strategy which will prevent ... an enemy from gaining a foothold....”

Matters had reached a turn that made top-level discussion essential. FDR and Churchill needed to meet, but this had to be done in complete secrecy. How to do this? Secrecy and security could best be obtained by meeting, not exactly at sea, but afloat. Churchill sailed from England

on board the new battleship *Prince of Wales*, heading across the Atlantic for Newfoundland.

FDR took a roundabout route to Newfoundland, employing a dodge that he probably thoroughly enjoyed. At New London, Conn., he boarded the Presidential yacht *Potomac* for what was billed as a recreational cruise in New England waters. Off Martha's Vineyard *Potomac* rendezvoused with the cruisers USS *Augusta* (CA 31) and USS *Tuscaloosa* (CA 37) and their destroyer screen. FDR boarded *Augusta* and headed north. *Potomac* made a conspicuous display of herself along the coast as sailors, dressed to resemble Roosevelt and his staff, waved from a distance to onlookers. Secrecy was so tight that, for several days, even the head of the Secret Service did not know just where the President was.

Placentia Bay is a wide body of water on the southern coast of Newfoundland, just off Argentia. Here, the British and American squadrons dropped anchor and, on Aug. 9, 1941, talks began between the two leaders and their political and military staffs.

The meeting began on a humorous note. As a young man, FDR had been crippled by polio. While he could walk to some extent, he could not climb ships' ladders. In order to meet with Churchill aboard the British battleship, FDR had to complete a unique crossdeck. A small-boat transfer was out of the question, so he





Beaten to the Punch

A political cartoon from 1941 depicts Hitler and Mussolini's view of the Atlantic Conference.

verse the high seas and oceans without hindrance."

Finally, aggressor nations would be disarmed until a general system of international security could be worked out. In little more than a month after the Atlantic Conference, 15 anti-Axis nations, countries opposed to Germany and Japan, had endorsed this statement of war aims.

Like so many other good intentions, the principles set forth in the Charter were gradually mutilated by events. Much of the postwar settlement had little to do with anyone's "freely expressed wishes." Still, it cannot be denied that the Atlantic Charter was a powerful expression of the hopes and aspirations of many of the world's peoples.

Renowned maritime historian Samuel Eliot Morison has noted that "if Mr. Churchill expected to commit the United States to war, he was unsuccessful. But Mr. Roosevelt succeeded in committing the Prime Minister to a policy which would commend itself to American ways of thinking, satisfy the doubters of British sincerity, and quiet those who were asking, 'What are we going to fight for?'"

In less than four months after the Atlantic Conference, *Prince of Wales* lay on the bottom of the ocean off the coast of what is now Malaysia, sunk by Japanese planes in the first grim days of naval war in the Pacific. *Augusta* went on to support the D-Day landings in Normandy, was mothballed after V-J Day and went to the scrappers in 1959. A small brass plaque on a plain oval table in the Naval Historical Center, Washington, D.C., notes: "On this table the Atlantic Charter was signed by Franklin Delano Roosevelt ... and Winston Churchill...." □

*Reilly is the Head of the Ship's Histories Branch, Naval Historical Center, Washington, D.C.*

boarded the destroyer USS *McDougal* (DD 358), whose forecastle matched the height of *Augusta's* main deck and *Prince of Wales'* fantail. FDR crossed two U.S. Navy ships to reach the British ship.

During this presidential transfer the American destroyer came alongside the British battleship, where a lone man in naval dress was standing. A chief boatswain's mate on *McDougal's* forecastle called out, "Hey! Will you take a line?" The lone Englishman called back, "Certainly!" Winston Churchill was busily hauling in the line when some British seamen — their faces probably somewhat red — ran to take the strain.

During the following days, plans for British-American cooperation were worked out and arrangements discussed at earlier staff meetings were confirmed. The actual "beef" of the Atlantic Conference, as this meeting soon came to be called, was primarily technical. The U.S. Navy would escort North Atlantic convoys to and from a meeting point south of Iceland. American and British staffs

became better acquainted, strengthening a relationship that would soon be put to the sternest test.

What is, perhaps, the best-known product of the days of discussion on board *Augusta* and *Prince of Wales* was not a treaty or a legal document, but simply a statement of intentions. On Aug. 14, 1941, Roosevelt and Churchill issued a declaration of principles that would soon be known as the Atlantic Charter. They pledged themselves not to seek "aggrandizement, territorial or other," or territorial changes that did not fit the "freely expressed wishes of the people concerned," and promised to "respect the right of all peoples to choose the form of government under which they will live."

Once the war was over, all nations were to have equal access to trade and raw materials for their economic prosperity, and would cooperate in securing better labor standards and social security for all peoples. The peace to be worked for would guarantee safety from aggression for all nations, and "enable all men to tra-



# Fleet trains dockside

Story by ENS Kimberly Fuller

Fleet sailors are getting a taste of tomorrow's technology today in Norfolk and San Diego, thanks to a pier-side refresher program that has an individualized computer-assisted approach.

Once sailors try the video-game trainer, they're hooked on learning.

The Navy is testing the latest prototype in mobile pierside, multimedia refresher training at the Norfolk and San Diego naval stations.

Norfolk and San Diego each have a 30-foot-long, specially-designed trailer, known as the Mobile Pierside Trainer, with seven work stations designed to provide computer-assisted, interactive video-disk and videotape instruction. MPT programs give sailors an opportunity to orient themselves in the use of on board training packages covering such diverse material as celestial navigation and damage control.

"This is a unique way to bring refresher training to the fleet," said VADM John S. Disher, Chief of Naval Education and Training.

**The Mobile Pierside Trainer provides computer-based training to sailors with programs ranging from damage control to reading comprehension.**

The admiral said the MPTs should help fleet units reduce some training costs simply because elements of training can be provided pierside without sending personnel to school out of the area for days or weeks at a time.

Operations Specialist 2nd Class Dudley Crosland, a USS *Donald B. Beary* (FF 1085) crewman, reviewed the "Nautical Rules of the Road" program, answering the computer's questions.

The answers were confirmed by the computer within seconds.

Immediate feedback is an important part of computer learning, according to Walter W. Hutchinson, an education specialist with the Naval Education and Training Support Center in Norfolk. "It's a different approach," he said. "It's individualized."

"It's an excellent training tool people don't utilize," said Signalman 2nd Class James Elliott, assigned to a pre-commissioning detachment. Elliott feels that the trainer has a lot to offer signalman. He uses the MPT facilities to test his skills in ship and flag recognition, morse code sent by flashing lights and rules of the nautical road.

The MPTs arrived in Norfolk and San Diego in January 1989. In September the East Coast trainer was moved to Naval Amphibious Base at Little Creek, Va.

But before it was moved, monthly student usage rates increased more than 275 percent, according to Commander, Naval Surface Force, Atlantic figures.

"The significant increase attests not only to the utility of the training available in the MPT, but its acceptance by the fleet once its existence and capabilities are widely known," said a ComNavSurfLant spokesman.

San Diego has evaluated many of the trainer's prototype programs and a new "Stability for Ships Operations" program was recently added to the MPT course instruction. Now, the MPT has a computer-based training program covering principles of stability, methods for calculating centers of gravity, measures of stability, and stability and trim calculations.

Nowhere else can you get the equivalent of on-the-job training with such a minimum output of energy, said a San Diego based-Naval Education and Training Support Center spokesman.

In addition, ships can benefit from a variety of shipboard training requirements. Shipboard instructors can be trained in the use of the hardware and software, and personnel can become proficient in the use of state-of-the-art instructional technologies. MPTs can contribute to shipboard readiness while simultaneously enhancing the knowledge of service members. □

*Fuller is assigned to Naval Education and Training Support Center, Pacific. Other contributors include Al Flanders of Commander, U.S. Training Command, Atlantic and Rod Duren of CNET, Pensacola, Fla.*



Photo by PH3 Mark Gell





# Nuclear warfare videos

*Film series to train sailors into next century.*

Story by Joan W. Shafer, photos by PH2 Mark Therien

Movies are one of the best ways the Navy has for training personnel. Movies and videos get students' attention in a way other media doesn't.

A government-made film usually takes from one to two years to complete, but the finished product makes a great training tool and is well worth the hard work devoted to the cause.

CDR John Tromba found out what went into making films when he took over as the Awareness and Training Division Director for the Theater Nuclear Warfare Program Office in Washington, D.C.

"People's knowledge in a given area can be either shaped or limited by a training film they've seen," said Tromba. "They remember what they see. That's why films are so important."

The purpose of the films Tromba helped produce is to keep fleet sailors informed about what might happen in the event of a nuclear war. Of course, everyone hopes to avoid this at all costs, but sailors need to know the facts.

Cryptologic Technician (Administrative) 3rd Class Doug Lindsey related that he and his fellow sailors started to wonder what they would do in a nuclear incident after the Chernobyl nuclear reactor accident in the Soviet Union. At the time, he was stationed on an island.

"We talked about what would happen if our island was attacked during a nuclear incident," Lindsey said. "We wondered where we'd go and what we'd do. We could have used some training in that area."

"We did train for earthquakes, and we also used to train for tidal waves," he continued, "but no training was ever done on a nuclear attack."

The movies will help to fill this training gap. Literally thousands of Navy people will see the series of films produced under the direction of the Theater Nuclear Warfare Awareness and Training Division. Scheduled for completion this spring, copies will be sent to most aircraft squadrons, ships, Marine Corps units and to all Naval Reserve training centers.



Lindsey believes these movies will be a good training tool. "A lot of naval publications are too technical or boring," he said.

Michael J. Ercole, a civilian education specialist who also serves as a master chief cryptology technician in the Naval Reserve, explains that these movies are a direct result of the Theater Nuclear Warfare Naval Training Plan.

The NTP, signed in 1984, authorized production of a series of 11 videotaped lectures or movies on Theater Nuclear Warfare.

The movies deal with subjects such as nuclear blasts, thermal effects, radiation, blackout, blueout, electromagnetic pulse, flashblindness, transient radiation effects on electronics and base surge.

Keeping the subject matter in the movies unclassified was an important consideration.

"The material is all derived from unclassified sources," said Ercole. "Even if you put all the information together it would not necessarily constitute classification because certain facts are purposely excluded."

In his capacity as an educational expert, Ercole was responsible for sending out the first three theater nuclear training films to the fleet.

"The CNO mandated that all hands view the movies," he said. "We received feedback cards from commands. They found the movies informative." Those first three movies were "Nuclear Warfare At Sea," "Nuclear Weapons Effects at Sea" and "Nuclear Defense At Sea."

Although films make great training tools, CDR Tromba encountered a few problems in the film-making process.

"One problem is the technical language [used in film making]," Tromba said. "There's no school for that type of language, there's no standard within the video industry itself. I'd call three different people about something and all would give me the same answer. I didn't even realize it because of the vocabulary involved."

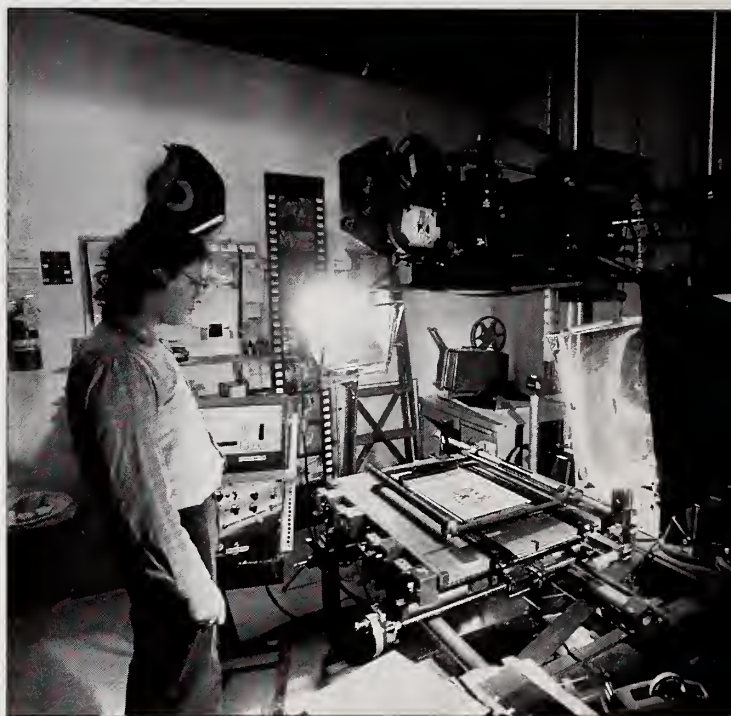
Tromba said that, for example, if you go on location to film and get five tapes full of video production footage, depending on the person you talk to, these films can be called "pre-production," "pre-camera" or "out-takes."

Fortunately, Tromba had lots of help. The Naval Imaging Command, Washington, D.C., helped to find writers, directors, actors and narrators.

Tromba served as technical adviser, working as producer and overseeing the entire operation from scripting to the actual production of the film.

Each script went through a couple of rewrites before completion. Field experts, engineers and others reviewed script drafts for accuracy. This was especially important for a subject as technical as Theater Nuclear Warfare.

"The average naval officer is conditioned to the written



word. He writes reports, he reads reports," said Tromba. "But in a movie script, on the same page, a column on the left side tells what's visually happening on the screen, and the right side deals with either the actor's dialogue or the narrator's monologue. I had to not only help write the basic script, but also had to visualize what was happening on the screen and what the camera was doing."

With the completed script in hand, filming began. Using as much existing film footage as possible saved money. In some cases, when new footage was needed, animation was less expensive than using live actors.

"Animation allowed us to show a very rapid, complex subject in a simplified or slowed-down way," Tromba explained. "But, we needed to make sure that the subject didn't come across as unintentionally amusing."

A group of animated characters created for the films series by Animation Arts Associates in Conshohocken, Pa., showed nuclear weapons effects in an innovative way, such as gamma rays and neutrons.

Animation Arts was able to save the Navy a lot of money by generating some of the animation with computers. Ron Herman, an artist for Animation Arts, used modern computer graphics technology to repeat images he drew in order to save time and man-hours. After photographing each drawing onto pieces of acetate in frames, Kathy Delvalle "opaqued" or painted each cell by hand. This process consumed a lot of time because one second of movie time requires 24 individual acetate cells. Despite that, the price of making the film series compares favor-





Preceding page: Brooke Steytler photographs individual "cells" or frames for a cartoon. Left: Kathy Delvalle opaques a "fearsome four-some" cell. Below: Harry E. Ziegler Jr. (foreground) and Michael Levanios Jr. edit final animation footage.



ably to a major animated motion picture, where producers spend millions of dollars for one film. For these Navy productions, cost was kept in the low thousands of dollars.

When original live, non-animated footage was required, the technical adviser went on location along with the film crew. Animation Arts director, Michael Levanios Jr., found any existing stock Navy footage necessary, arranged for live filming, and generally pulled the entire filming process together. A team pieced the entire film together on film splicing and videotape equipment and in the case of animated characters, watched them come to life on the screen.

Tromba knew that the films for Theater Nuclear Warfare training needed to last for 20 years, so care was taken not to date the films in any way. He pointed out that something as simple as an on-camera narrator in an out-

dated uniform or suit limits the credibility of a movie, even though the information is still applicable.

"Someone will sit there in the audience and see an outdated outfit," Tromba said, "and figure that the information is so old it can't be right."

This film series on Theater Nuclear Warfare will help train sailors for years to come on the effects of nuclear weapons. □

*Shafer is a writer with Theater Nuclear Warfare Program Office.*

### The movies now available are:

Nuclear Weapons Effects: Introduction to Theater Nuclear Weapons (802974 DN); Blackout (802982 DN); Blast and Shock (802976 DN); Thermal Radiation (802977 DN); Nuclear Radiation (802978 DN).

When these videos are issued, additional copies will be available by contacting one of the following centers:

Atlantic: Naval Education and Training Center Atlantic, W-313 Naval Station, Norfolk, Va. 23511, Autovon: 564-4011.

Pacific: Naval Education and Training Center Pacific, Code 52, San Diego, Calif. 92132, Autovon: 958-5443.

### Movies to be issued in late 1990:

Theater Nuclear Weapons and Their Effects: Types of Bursts (802975 DN); EMP (802979 DN); Flashblindness (802980 DN); TREE (802981 DN); Blueout (802983 DN); Base Surge Flash Fallout (802984 DN).



# Naval power

---

*A new decade, a changing world, but the U.S. Navy will still be needed in the '90s.*

---

*With the pace of change in our world today, it might be easy to forget how important our Navy has been in responding to crises around the globe. The following makes the Navy's role clear, and the importance of that role in the next decade.*

One need only pick up a daily newspaper or listen to an evening newscast to quickly realize that in times of world crisis the U.S. Navy is the most often used form of military presence by our national leaders. During the decade of the 1980s, the Navy has been the President's choice no less than 50 times to respond to crises around the globe.

Naval forces are quickly deployable, they can remain in an area indefinitely, off shore or over the horizon, unseen but not forgotten. They do not commit national leaders to a specific course of action the way use of ground forces could. They are self-sufficient, do not depend on the availability of bases in foreign countries or overflight rights and they provide a variety of capabilities. The main strength of the Navy is flexibility — to be where the action is or where tensions are high — on the scene ready to respond when called upon.

A snapshot of Navy activity during just the past four years (see Page 17) vividly illustrates how the long reach of the Navy-Marine Corps team has responded to international and regional crisis with flexible and



diverse forces across the world's oceans.

Virtually none of these had anything to do with East-West confrontation. Instead, they dealt with protecting oil shipments headed to the West, rescuing Americans who were under siege, providing assistance to refugees who were fleeing tyranny, punishing terrorists who have killed and maimed, providing regional stability while political change took place, deterring violence and protecting the peace for our friends and allies.

In addition to these traditional missions, the Navy has played a key role in humanitarian assistance and disaster relief, both at home and

**Mediterranean Sea... an aerial view of amphibious assault ship USS Guadalcanal (LPH 7) off shore from Beirut, Lebanon.**

abroad. For example, in the aftermath of the massive oil spill off Valdez, Alaska, 2,600 Navy and Marine Corps personnel provided essential logistic assistance. Amphibious ships — for command and control and berthing of cleanup crews — stayed on station for six months. Oil skimmers, towboats, containment booms, landing craft and communications vans were provided by the Navy.

This same mobility and the self-sufficient nature of naval ships make them valued sources of relief when natural disaster strikes. In the wake





Photo by PH2 Jeff Elliott

**American sailors crowd the deck of the Bahrainian tugboat *Al Mearaj III*.**

136 pallets of material were made available in Panama to aid in refugee support.

Seabee civic action projects, though not often in the public eye, continue to provide assistance in disaster relief and nation-building. As an example, Commander-in-Chief, Pacific Fleet, schedules ships as part of routine deployments with Seabees embarked to make portcalls throughout the South Pacific. The Seabees, along with the ships' crews, conduct civic action projects such as the construction and repair of public buildings, bridges, roads, breakwater and electrification throughout the micro-states of the South Pacific. These assistance projects have been extremely well received by the 10 countries in which they were conducted in the last 18 months: Western Samoa, Tonga, Papua New Guinea, Tuvalu, Federated States of Micronesia, Solomon Islands, Republic of the Marshall Islands, French Polynesia, Cook Islands and Palau. Papua New Guinea's recent offer of shore basing privileges is considered to be a result of these projects.

In the coming decade, the Navy will also play a key role in the expanding contribution that the Department of Defense will provide in the nation's narcotics strategy. Plans call for a larger role for the Navy. Carrier battle groups, major amphibious ships and aircraft operating in international waters will be involved in surveillance, identification and, in conjunction with law enforcement agencies, the apprehension of drug traffickers.

As we look forward to the future and the transition to the Navy of the 1990s, this nation will continue to need a strong, capable and forward-deployed Navy.

of the massive destruction caused by Hurricane Hugo, the Navy provided electrical power, facilities, supply and manpower support to Charleston, S.C. In Saint Croix, U.S. Virgin Islands, three ships provided assistance, over a month's time, with potable water, cleanup working parties and re-electrification teams. In Puerto Rico, 15 units and 1,270 personnel installed generators and restored electrical power, repaired sewers, water mains, public buildings, schools and homes, provided food and water, debris removal and medical and communications support.

In the aftermath of the October 1989 earthquake in San Francisco

and Oakland, Calif., the area naval facilities and seven ships provided immediate rescue and assistance in the form of personnel and electrical power. In the days that followed, they rehabilitated a warehouse to provide shelter for the homeless, assisted in the Interstate 880 rescue efforts, and provided communications and emergency services to both cities.

Also in the last 18 months, through Project Handclasp, the Navy's on-going humanitarian assistance program, 68 ships delivered 2 million pounds of material to 44 countries. The material ranged from a fishing research boat and 100,000 school books to Fiji to 208 pallets of material to Peru. On Christmas Day,



# Naval power

Since 1950, the focus of U.S. national strategy has been to prevent war in Europe with the Soviet Union. That strategy has been successful. The recent dramatic changes in Eastern Europe suggest that war between the superpowers is no longer a threat.

However, none of the recent events in the political landscape of the world, including *glasnost*, *perestroika* or "new thinking" in the Soviet Union and dramatic political changes in Eastern Europe, have in any way diminished or altered the United States' status as a maritime nation, or our increasing dependence on the sea for trade and economic health. The geography of the world, and the location of natural resources vital to our industrial strength, have not changed. In some months of 1989, the United States had to import nearly 50 percent of its petroleum requirements. Of the remainder, 25 percent was transported by sea from the north slope of Alaska. Strategic minerals such as chromium, manganese and tin are found almost exclusively overseas.

In the coming decade, the highest probability for conflict will be in the developing world, the result of regional issues, terrorism, religious disputes and pursuit of national identities. Our post-1945 history suggests that often these conflicts will involve fundamental U.S. interests. As a maritime nation, we are dependent on the seas for our economic health, and we have critical alliances across both oceans. U.S. world trade routes are the overseas lifelines to allies and other trading nations for more than \$600 billion worth of our nation's annual exports and imports.

Third World countries and regional powers increasingly possess high-tech and sophisticated weapons with unprecedented access to lethal weapons and long-range delivery systems. And, the Soviets remain inter-

ested in playing a major role in Third World countries such as Cuba, Nicaragua, Cambodia and Afghanistan.

Our deployable Navy-Marine Corps team is of unique value to the nation in low-intensity conflict. Naval forces ensure we are never forced to act hesitantly or rashly because of a limitation of means.

The ships we build today will be in the fleet for the next 30 to 40 years. As we look toward that future, it is clear that such a Navy must possess balanced, adaptable and readily available forces with the best possible warfighting capability. The Navy must be able to prevail against all conceivable eventualities; when American lives and prestige are at stake, there is no room for second best. Even as the Soviet Union, a continental land power, demands reductions in our naval forces, they continue to build three new aircraft carriers and several modern classes of submarines. They're building at rates which have not slowed down — regardless of words about arms reductions. While older, obsolete ships that are difficult to maintain have been and will be retired, the Soviet navy's capability is increasing.

Today, an altered view of the Soviet Union and an assessment that global conflict with the Soviet Union appears remote, have made it possible

to accept a level of risk associated with a smaller Navy. This risk is acceptable only if our current cordial relationship with the Soviet Union persists and only if the Soviet leadership actually continues to carry out its promised military reductions.

The Navy must be big enough and capable enough to allow us to remain a credible deterrent force, to satisfy peacetime requirements and maintain regional stability, to participate effectively in the drug war, and to ensure a reasonable time at home for our sailors. The Navy we have today can achieve these objectives. At the same time, we must continue to replace older carriers, surface combatants, amphibious ships and submarines with the new forces that will be the mainstay of our Navy well into the next century.

*A maritime nation's strength is directly measured by its navy. Thus, our national self-perception is reflected in the kind of Navy we are resolved to maintain.*

President Theodore Roosevelt reflected this when he stated that "The Navy of the United States is the right arm of the United States and emphatically the peacemaker." □

*Information for this article was compiled from materials provided by the Office of the Chief of Information.*

The U.S. Navy played a key role in national affairs by protecting reflagged oil tankers.





# Going in harms way

## *Four years of U.S. Navy operations*

- **June 1985:** USS *Nimitz* (CVN 68) carrier battle group and Amphibious Ready Group ordered to Eastern Mediterranean in response to hijacking of TWA aircraft. They remain on station until after the release of passengers and aircraft.

- **October 1985:** USS *Saratoga* (CV 60) carrier battle group F-14s force down Egyptian airliner with *Achille Lauro* hijackers aboard.

- **January 1986:** USS *David R. Ray* (DD 971) prevents an attempted Iranian boarding of U.S. flag tanker *SS President Taylor* in Arabian Gulf.

- **March 1986:** In response to Libyan SA-5 missile attacks on U.S. aircraft, USS *America* (CV 66) and *Coral Sea* (CV 43) carrier battle groups' aircraft destroy two Libyan missile patrol boats.

- **April 1986:** After the bombing of the La Belle discotheque, aircraft from USS *Coral Sea* and *America* carrier battle groups, with Air Force FB-111s from the United Kingdom, conduct strike operations against targets in Libya.

- **January 1987:** USS *Kitty Hawk* (CV 63) carrier battle group, transitting to the Mediterranean, is detained in Northern Arabian Sea in response to Iranian installation of *Silkworm* missiles in vicinity of the Strait of Hormuz.

- **July 1987:** USS *Constellation* (CV 64) carrier battle group is ordered to North Arabian Sea to support escort of reflagged tankers transitting Arabian Gulf during Iran-Iraq War.

- **September 1987:** USS *Jarrett* (FFG 33) captures an Iranian vessel laying mines in the Arabian Gulf.

- **October 1987:** USS *Ranger* (CV 61) carrier battle group aircraft and ships destroy three Iranian gunboats and an Iranian oil drilling platform.

- **January 1988:** Because of internal political instability and a military coup, Amphibious Ready Group/Marine Expeditionary Unit is positioned off coast of Haiti, prepared to evacuate personnel and refugees.

- **April 1988:** USS *Enterprise* (CVN 65) carrier battle group surface combatants and aircraft destroy Iranian naval units in retaliation for mining of USS *Samuel B. Roberts* (FFG 58).

- **September 1988:** To guarantee stability, USS



Photo by PH2 Henry Cleveland

*Nimitz* and USS *Midway* (CV 41) carrier battle groups are on station off Korea during Olympic Games.

- **February 1989:** Amphibious Ready Group/Marine Expeditionary Unit move to Eastern Mediterranean off Lebanon's coast following missile attack on U.S. ambassador's residence.

- **June 1989:** Fast sealift ships transport Army personnel and equipment to Panama Canal in response to unstable political situation and assault on opposition party candidates.

- **August 1989:** USS *Coral Sea* and *Iowa* (BB 61) battle groups are stationed off the coast of Lebanon. *America* returns to North Arabian Sea; *Ranger* and USS *Forrestal* (CV 59) prepare for contingency operations, all in response to the alleged murder of Marine Lieutenant Colonel William R. Higgins and threats made against other hostages. □



# CNO in U.S.S.R.



Photo courtesy of Soviet navy

*Last fall, Chief of Naval Operations ADM Carlisle A.H. Trost made a historic visit to the Soviet Union. He was the first CNO to ever make an official visit to the Soviet Union, and indeed the first head of any military service to do so. What follows are excerpts from ADM Trost's personal account of his experiences.*

I certainly never expected to celebrate the 214th birthday of the United States Navy in the Soviet Union as a guest on board a *Victor III* nuclear-attack submarine and the *Kirov*, a nuclear-powered guided missile cruiser. Oct. 13, 1989, was the last full day of my six day visit to the Soviet Union. The trip resulted from the agreement for a series of exchange visits between leaders of the United States and Soviet militaries in order to enhance mutual understanding and reduce tensions



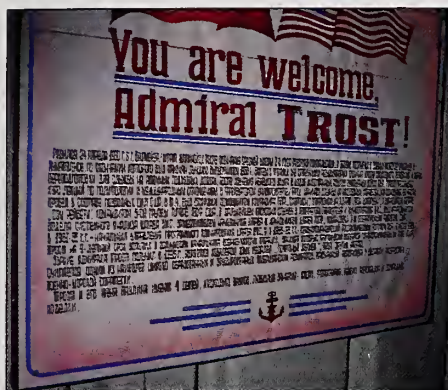


Photo courtesy of Soviet navy

between our two countries.

Upon arriving in Moscow we were greeted by my Soviet counterpart, Fleet Admiral Vladimir Chernavin, the Commander in Chief of the Soviet navy. During the course of our visit we had many opportunities to talk to each other and develop a personal relationship. Because we are both submariners, we have in common many professional aspects of our careers. Throughout the visit, the Soviets were most gracious and appeared eager for open discussions of issues of mutual concern and interest.

Shortly after arriving, my first official event was to lay a wreath at the Tomb of the Unknown Soldier just beneath the Kremlin Wall. This impressive and emotionally moving monument was one of three such memorials we visited during our travels. Each conveyed a constant reminder to the Soviet people, and to any visitor, that nearly one of every eight Soviets lost their lives during the "Great Patriotic War," World War II.

Our tour of Soviet naval forces began on the second day. In Sev-

**Preceding page:** CNO visits with *Kirov* crewmen. **Above:** Sign aboard *Kirov*. **Right:** CNO toured nuclear-powered cruiser *Kirov*. ADM Trost was able to make a historic six-day visit to the Soviet Union after an agreement was reached for exchange visits between U.S. and Soviet military leaders.

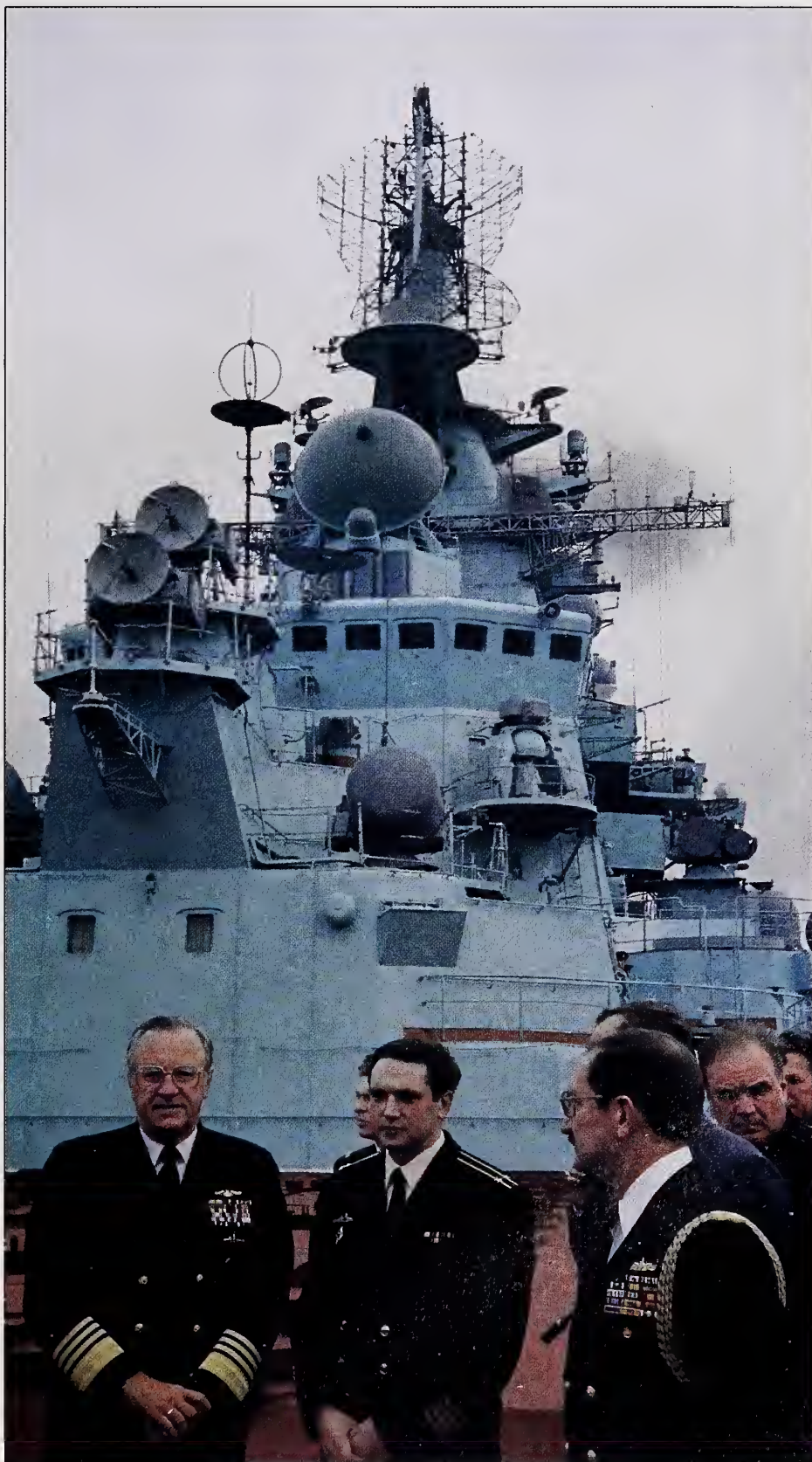


Photo courtesy of Soviet navy



astopol, we visited several naval units including the guided missile cruiser *Slava*, an air cushion amphibious landing vehicle, a TU-22M *Backfire* bomber and a MiG-29 *Fulcrum* fighter.

*Slava* is obviously the "show ship" of the Black Sea Fleet. It was the Soviet choice for the Malta summit and was used in the ill-conceived and unsuccessful experiments to unintrusively detect the presence of nuclear weapons on ships. *Slava* has an imposing appearance, and bristles with weapons launchers and radar. As you would expect, the cruiser looked splendid with well-turned out, professional-looking sailors.

Following the ship visit, Soviet naval infantry units staged an amphibious landing operation during which defensive shore positions were attacked and overrun in a coordinated strike by troops from two MI-4 *Haze* assault helicopters and their large, new *Pomornik* air cushion landing craft. The exercise also included a very professional hand-to-hand combat demonstration and was followed by a tour of the *Pomornik*. This heavily armed craft, over twice the size of our own air-cushioned landing craft, is too large to be carried on any of their amphibious ships.

Next on our agenda was Leningrad, about 950 miles north of Sevastopol. The numerous naval facilities in the Leningrad area include the Grechko Naval Academy, other higher naval schools for mid-grade and senior officers and various enlisted/noncommissioned officer schools and research schools. The Soviet Naval Academy is roughly equivalent to the U.S. Naval War College in Newport, R.I.

Following our tour of the Naval Academy, I delivered a speech to approximately 1,200 students, faculty and senior officers from the Leningrad area. We were told this was the largest audience ever assembled in the academy's main auditorium. I

took particular care during this speech to speak with candor about the issues of the U.S. maritime strategy and naval arms control that have been points of disagreement between our two countries. Based on the reaction of the audience as my words

---

*"We both agreed  
that such visits  
were worthwhile."*

---

were translated, it was evident that the rationale and logic of our views on these important topics were new to them.

Next, we proceeded north of the Arctic Circle to Murmansk. Not far from Murmansk is Severomorsk, headquarters of the Red Banner Northern Fleet, the largest and most powerful of the four Soviet fleets. Our visit included tours of a modern *Victor III* nuclear-powered attack submarine and the nuclear-powered cruiser *Kirov*, the most powerful surface unit in their naval inventory.

I was really looking forward to the opportunity to tour a frontline *Victor III* submarine. This particular unit had recently won awards for excellence in the Soviet equivalent of our Battle "E" competition.

We entered the submarine through a side hatch in the sail area, which provides access to the trunk leading to the ship's interior. At the bottom of the ladder we were in the control room. The layout was somewhat similar to our boats but also included enclosed spaces for main propulsion control, electrical distribution control and communications.

This was the cleanest ship we saw during our visit — perhaps a testimony to the elite nature of the Soviet submarine force. On leaving the boat I asked the commanding officer his age. That day, the U.S. Navy's birth-

day, was his 35th birthday. It was a day neither one of us will forget.

The cruiser *Kirov* was the final stop on our tour of naval units. As I proceeded on board, a band and honor guard rendered formal honors which included "The Star Spangled Banner."

On each of the ships we visited, the young conscripts I saw were bright-eyed, enthusiastic and in perfect uniform. They could have been sailors in any modern navy. A lasting impression of my visit to these naval combatants was their formidable weapons capability.

Noteworthy was the young age of the commanding officers. Their officer career path differs somewhat from the U.S. military system. Soviet officers are assigned to ships almost exclusively during the first half of their careers. They receive little or no training ashore and serve in virtually no staff assignments during this period. Also of interest, the commanding officer is not necessarily the senior man on board. Some commanding officers are allowed to stay aboard after their command tour and revert to a department head position.

During my final call on Fleet Admiral Chernavin, we both agreed that such visits were worthwhile and that we should do more to encourage mutual understanding.

The U.S. Navy's 214th birthday and the week preceding were extremely memorable experiences for me and my entire party. I was impressed by the capabilities of the Soviet navy and also by their openness and frankness. Like sailors everywhere, there is a common understanding among naval officers that often transcends national political concerns.

However, as professional naval men we must be ready to defend our national interests whenever called upon to do so and it is clear that the capabilities of the Soviet navy are formidable and must be taken seriously. □



# WANTED:

## Sailors for nursing program

Story by JO1 Dennis Everette

Lying in the hospital, critically ill or injured, you depend on your nurse for continuous attention and care. Navy hospitals manage to always have nurses available, but the shortage of nurses in the United States also affects the Navy.

Active duty sailors from a variety of ratings are helping the Navy remedy its nurse shortage. Through the Medical Enlisted Commissioning Program, they can earn a baccalaureate degree in nursing and a commission as an ensign in the Nurse Corps.

"The Navy Medical Blue Ribbon Panel [1988] approved an increase in the number of personnel we could have in National League of Nursing accredited schools during a fiscal year," said Master Chief Hospital Corpsman William M. Griffith, force master chief for the Bureau of Medicine and Surgery. "Prior to the panel, we could have 75 people in school at one time. In fiscal year '89 the number increased to 100; in '90 it increased by 25 more. By FY91, we go to 150." Opening the program to active duty enlisted personnel of all ratings occurred with the expansion of training billets.

Griffith said that everybody selected will not need the full three

years the program allows to complete a baccalaureate degree. Sailors already have varying amounts of education toward a nursing degree prior to applying, so students graduate at different times during the program. The current expansion initiative is projected to add 50 nurses to the Navy health care community each year beginning in FY92.

"With that, the numbers are going to improve. The odds of being selected have also gotten better — and are going to get better yet in the next few years," Griffith said. "We realized

that there are people other than hospital corpsmen and dental technicians who are eligible for this program and looking to be nurses, so we opened it up [to people in other ratings]. For the April 2 board we have 13 applications out of 126 from personnel in non-medical ratings."

Of the 2,952 Nurse Corps officers on active duty as of Dec. 31, 1989, 392 were former hospital corpsmen — of whom two are now captains — and four were former dental technicians. The authorized end strength for FY90 is 3,255.



A chronic shortage of nurses in the Navy is being eased through the Medical Enlisted Commissioning Program.



# Nurse program

Changes have been made in the MECP application procedure making it easier for sailors to apply.

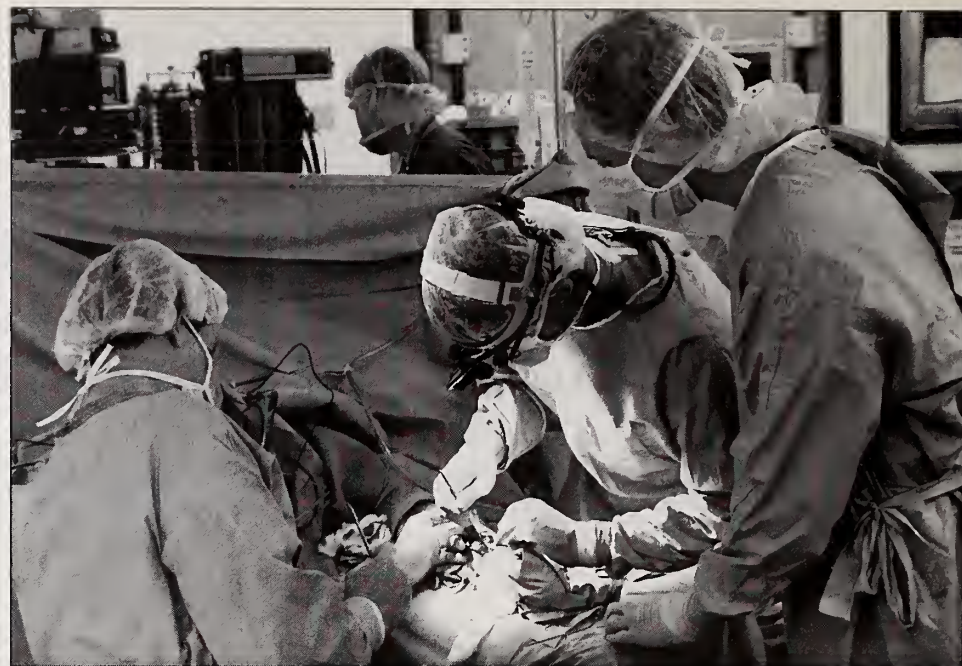
"This year, we extended the application deadline from Nov. 1 to Jan. 1," said Griffith. "Since a letter of acceptance from an accredited school is required and many applicants had difficulty getting one on time, last year we extended the letter submission deadline to Feb. 1."

"The skills were readily identified as being a great pay back," said LCDR Charles Mount, a former corpsman and 15-year Nurse Corps Officer. He is now the special assistant for total quality management at Naval Hospital San Diego, the Navy's largest hospital. "There is an immediate benefit to having hospital corpsmen already familiar with how the Navy operates apply that knowledge to the health care system."

"The recent push that we've had is to increase the opportunities. We've seen the demonstrated performance on the job. That drives the need for more corpsmen to be given an opportunity," he continued.

Hospital corpsman training translates very well into the health care environment, according to Mount. They understand what it's like being aboard ship, with the fleet Marines or overseas. Many have those experiences as part of their careers. That's not easily understood by civilians without that experience. That makes former corpsmen far more astute on how to meet certain health care needs. When the wife of an E-4 off a ship comes in for health care, former enlisted nurses readily understand her expectations and her needs. The rapport and bedside manner of these nurses are far more in tune with the needs of the patients.

"It comes a little more natural," said ENS Robert Bird of his transition from enlisted sailor to the Nurse Corps at National Naval Medical Center, Bethesda, Md. "I haven't got the feeling that expectations are



higher [from others because I'm a former corpsman], but I do expect more out of myself now. I know more about the military system and it's not such a cultural shock.

"I can imagine earning a commission after being a civilian nurse, given a supervisory role, not really knowing the Navy and having corpsmen with more time in service who are more familiar with the peculiarities of the Navy. So having some background knowledge is helpful," he said. His prior experience as a hospital corpsman 2nd class also worked out better for the hospital's Nurse Corps.

Bird returned to NNMC after graduation from the University of New York at Binghamton and a six-week Staff Corps Officer Indoctrination Course. He was assigned to the Patient Psychiatric Clinic.

"When I negotiated for orders, Bethesda was available," he said. "NNMC decided to put me in patient psychiatry because of my experience in that department and due to a staff shortage. It's worked out nicely. I've been able to bring back a lot of experience and it's made the transition into the Nurse Corps a lot easier."

The transition from enlisted to officer takes work.

"Being an officer is different," said LCDR Mount. "You're far more accountable for who you are, what



**Top:** Nurses assist a doctor in an operating room at NNMC, Bethesda. **Above:** ENS White and Hospitalman Apprentice Timothy Angus check a patient's medication requirements at Naval Hospital Jacksonville, Fla.

you believe in and what you do. So the transition to an officer is not easy."

And becoming a nurse takes hard work, too.

"The amount of knowledge that you need is incredible," said ENS William White, a staff nurse on a general surgery ward at Naval Hospital



patient. The staff nurse can then do all the patient care without worrying about the administrative work."

Since the Navy Medical Blue Ribbon Panel met two years ago, steady improvements to the Navy's health care system have been made. That includes the Medical Enlisted Commissioning Program, helping corpsmen and other enlisted personnel to become nurses — advancing their careers and easing the nurse shortage at the same time. □

*Everette is a writer assigned to All Hands.*

## Do you qualify?

*The Medical Enlisted Commissioning Program is a continuing education program that enables enlisted personnel to obtain a degree in nursing and a commission in the Navy Nurse Corps.*

*Eligibility requirements include U.S. citizenship, enlistment in the regular Navy or Navy reserve with two years active service. You need a high school diploma or GED equivalent and must have 30 semester or 45 quarter credit hours in undergraduate courses.*

*You must be accepted by a college or university nursing program, leading to a baccalaureate degree in nursing that is accredited by the National League of Nursing.*

*You must be able to complete nursing requirements in 36 months and before your 35th birthday.*

*You must also meet physical standards for officer candidates, Navy physical fitness and body fat percentage standards and have a favorable endorsement from your commanding officer.*

*Application deadline for the FY91 board is Jan. 1, 1991. See NavMilPersComInst 1131.4 and NavOp 137/89 for more information.* □

Jacksonville, Fla. "I had some knowledge, but there's still so much more to learn and the pressure is high.

"Although for myself, at the small clinic at Submarine Base Kings Bay, Ga. — in the small clinic where I had worked as an enlisted first class — the pressure was pretty much the same because there weren't any officers around. I was 'chief of the day' with three or four other corpsmen responsible for the operation of the clinic after hours. We didn't have a doc or a nurse on board. We had a doc on the phone. You had to be able to make the right decision — know when to call! I always felt accountable for my actions."

White said that his transition wasn't difficult, "except for the amount of knowledge I had to acquire and still have to acquire. The Nurse Corps has so much diversity in different duties. I find it to be a lot more challenging than when I was a hospital corpsman.

"I wanted to make the medical department better. I see my duty as trying to promote team work between nurses and corpsmen."

Hospital wards are getting more

help from senior corpsmen assigned to hospital staff. Their presence on the wards may mean better care for patients as a result of increased manpower.

"Right now we're putting more senior corpsmen, first and second classes, on wards to take some of the leadership, management and training roles for the junior corpsmen," said Griffith. "It takes some of the workload off nurses, too, so they can render the hands-on care that they need to do."

LTJG Dennis Campbell, an intensive care unit nurse at NNMC, would like to smooth out some rough edges in administration areas. "I'd like to smooth that out," he said, "to make it easier for nurses to be at the bedside instead of in charts so much."

Campbell said that in NNMC's intensive care unit, nurses work in a multi-capacity: as staff nurses and as relief charge nurses.

"As a relief charge nurse you are in charge and in position to take on administrative burdens that come when you do a new admission or copy a lot of orders on an acute care

Photo by JO1 Dennis Everette



## John Charles Roach

# A life committed to Navy art

Story by Jan Kemp Brandon

The canvases fill the tiny studio. Some are displayed on easels, some are stacked against the wall. Others are rolled up and lean neatly in a corner of the room. There are pictures of ships being "buttoned up," and propellers larger than the men who work on them. In others, big "boomers" appear to drift silently through the water — watching — listening — ready to carry out their mission. Each subject tells a story — offers a moment in time — that we would otherwise have missed.

The painter of these pictures sees himself as a documentarian, a recorder of history. He is John Charles Roach, an accomplished artist and commander in the Naval Reserve who has a love for Navy subjects.

"I am the observer. That is what is so interesting about being an artist — you feel for it, you know what is

going on, you are participating in it, but actually you are more like a historic documentarian," he explained. "These are real people, flesh and blood, this is real iron, that is high explosive and people have to handle it — that's the Navy's job and that is what I record as a documentarian.

That is what I want to depict."

The first five years of his childhood were spent growing up in the boatyard that his father owned in Fort Lauderdale, Fla. His father, a naval architect, later moved the family to Newport News, Va.

"It's kind of natural, growing up around shipyards, that you want to drive ships and be in the Navy," he said. His artistic inclinations were also influenced by the nearby mariners museum that displayed Navy ship models and paintings of ships.

His early interest in art led him to



study abroad in Frankfurt, Germany, and at the French National Academy of Fine Arts in Paris.

After returning from Europe, the war in Vietnam was beginning to heat up and the draft was becoming a real possibility. Roach found himself in a "Catch 22" situation with finishing school. He couldn't transfer credits until he'd been enrolled in school long enough, and he couldn't get credits to continue his education until he could transfer them.

"I figured, well, I am not going to be able to finish school," Roach explained, "so I went down to the local recruiter and I said, 'OK, just sign me up for the Navy in case this draft message comes in.' And, of course, it did."

Roach enlisted in the Navy in 1966

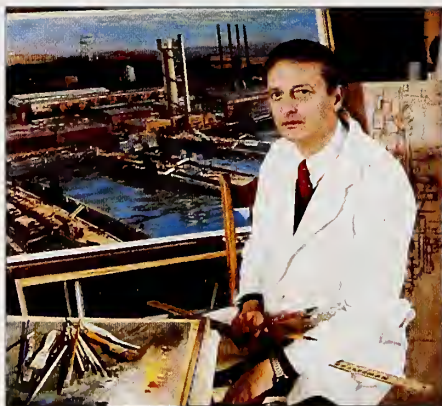


Photo by PH(I)AC Scott M. Allen





with the idea of becoming a Navy combat artist. He was a little disappointed when he found out that no one had heard of such a thing and that at the time there was not a "real honest-to-goodness Navy art program," said Roach.

"I assumed that there was indeed, and continued to be a need for, artists in the Navy," he said. "So I sort of set my sights on becoming a Navy artist."

Apparently there were no combat artists during World War I and only eight by the end of World War II. The official rating was only temporary at that time and disappeared at the end of the war. Generally, any artwork pertaining to Navy subjects was done by civilian artists under the direction of the Navy Combat Art Cooperation

and Liaison Program, which was started in the early '60s.

Meanwhile, he sent the Bureau of Naval Personnel a portfolio of his work and a description of his background, and after basic training was given a billet with the recruiting aids division in Washington, D.C., at the Navy Yard. Roach spent his first two years producing materials that were essential to promote recruiting.

Roach still wanted to be a Navy combat artist, however. He gathered information on World War II combat artists and contacted the Office of the Chief of Information at the Pentagon to see if it had a need for his talents.

"I had some very outstanding and understanding commanding officers," he said. "One of the very nice people that I knew during that time recog-

**"One and Two Away Sir," 30" X 48", oil painting. Reproduction courtesy of John Roach's private collection.**

nized I had talent and sent me out to do drawings of the soon-to-be-launched *John F. Kennedy* [CV 67], which were then printed up in [the Navy magazine] *Naval Aviation News*. That gave me something that I could give to people or show people that indeed I knew what I was doing."

Those pictures were worth a thousand words. Roach got his billet with 7th Fleet and was finally under way. He reported for duty in the public affairs office aboard the flag ship USS *Providence* (CLG 6).

"This was a marriage made in heaven all the way around," Roach





said. "I had a good officer-in-charge who was taking care of me and plugging me in at the right places and keeping me out of trouble, so to speak. So, I just started painting."

While in Vietnam, Roach was painting and sketching aboard the ship; he also spent approximately three to four months in-country with the Seabees recording their activities.

Roach believes that the artwork was "participatory." "I was *there*, I felt the dust, the dirt, the salt, the sweat, the fear, boredom and all the other

human reactions to what was a messy situation — I am there, and this is history."

After Roach was released from active duty in 1970, he continued his art education earning a bachelor's degree from the University of Maryland and a master's degree in art history and fine arts from The American University in Washington, D.C. In 1974, Roach was offered a commission with the Naval Reserve, in which he still serves.

In the late 1970s, Roach was asked

to do a large memorial mural of the battleship *Arizona* (BB 39) for the Pearl Harbor Visitors Center.

According to Roach, the original idea was to use a large photograph. But after much checking by the Pearl Harbor Survivors Association, no appropriate photos were found for the project.

After a review of proposals submitted by a number of artists, Roach was selected by the Navy to produce a painting 52 feet by 16 and a half feet. He created the mural at the Washing-





Left: "Underway USS *Buffalo* (SSN 715)," 38" X 48", oil painting. Reproduction courtesy of the Navy Art Collection. Below: "Ammunition Working Party," 27-1/2" X 19", water color. Reproduction courtesy of John Roach's private collection. Bottom: "Watching the Sound," 24" X 36", oil painting. Reproduction courtesy of the Navy Art Collection.



ton Navy Yard Museum, which is one of his favorite studios.

"The Pearl Harbor Survivors said this was a very good idea — they'd much rather have a real honest-to-goodness painting than just a big photograph up there," he said. "So I wrote the proposal, they liked it and it just kind of mushroomed from there."

According to John Barnett, Curator of the Navy's art collection, the mural was rolled up like a big carpet, put into the belly of a Navy C-9 and flown to Pearl Harbor where it was

mounted on a panel and bolted to the wall. The mural took about 12 months to complete because Roach was working on other projects at the time.

Another series completed by Roach was a collection of 26 paintings of U.S. submarines called "Fast Attacks and Boomers" for the fast attack *Los Angeles*-class subs and the *Ohio*-class *Trident* missile subs. This submarine series was the first series of that scope commissioned by the Navy since the end of World War II.

"Vice Admiral Nils R. Thunman, who wanted the collection to come together, sent me out on assignment to view submarine activity and to be a co-participant. So I got to drive a submarine, dive in a submarine, sign the night orders and all sorts of things," he said excitedly. "In other words, a full integration into the submarine crew."

His travels took him from the Atlantic to the Pacific where he spent about 18 months painting the series.

"It shows that I've become



personally involved," Roach said. "That was one thing that I asked of Thunman. I was not just going to go out there and paint a few submarines. And he said, 'Well I don't want you to.'" Roach explained that the admiral understood the importance of an artist's participation with a subject.

"The successful Navy artist — as opposed to the people who paint Navy subjects or maritime subjects — gives the feeling of 'I was there, I *am* there, I am participating in this.' You paint yourself into the picture, not literally, but figuratively," Roach said. "I was there, I know what the snow was like, and it was cold getting under way. I wanted that to come across."

Among his other works are "The Great White Fleet," commissioned by the Office of the Secretary of the Navy, which hangs in the Pentagon, a bicentennial collection of paintings and drawings of the frigate *Constitution*. He also developed the idea of 22 bas-relief designs for the U.S. Navy Memorial located in Washington, D.C., and sculpting of the compass rose, a focal point of the memorial.

Roach believes the Navy art collection has a remarkable future.

"I think the Navy can move forward as a discriminating collector of artwork," he said, "that features men and women of the naval service and their activities."

He not only documents Navy history, but is currently working on one of three mural projects for the West Wing Corridor of the U.S. Capitol building. This project was started back in 1969 by noted muralist Allyn Cox, who died before all three could be completed.

"You start the project and pass it down to the next generation. I am the 'next generation' for Allyn Cox," Roach explained. "I inherited it and it is very personal to me."

Roach worked on the first mural with Cox, but was busy with another project during the completion of the



second one. The work is named the "Westward Expansion of the United States of America." This mural project covers approximately 4,000 square feet of vaulted and ceilinged space. The mural shows scenes of the United States' growth through the addition of Alaska and Hawaii.

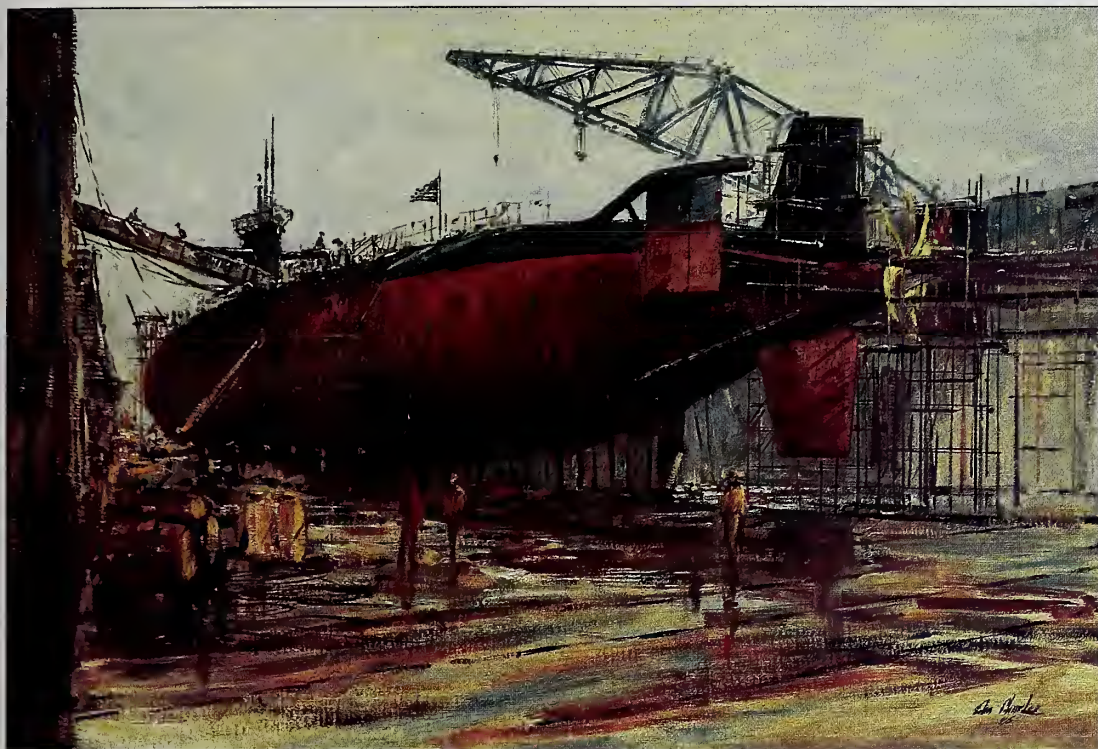
Roach's contributions to the Navy are not over. He is constantly making new contributions — not just by his

artwork but wherever and whenever his abilities and talents are called upon.

"What other way can you tell the public about the Navy and have the value stand longer than the written word?" he asked. "People see an image and it lasts for a long, long time." □

Brandon is a writer assigned to All Hands.





Opposite page: "Button Up," 36" X 24", oil painting.  
 Top: "Spadefish in Resolute," 24" X 36", oil painting.  
 Left: "Michigan at Dive Point, Dabob Bay," 40" X 30",  
 oil painting. Above: "Prop Shop," 20-1/4" X 26-1/2",  
 acrylic on paper. Reproductions courtesy of the Navy  
 Art Collection.



# And then... there was one

---

*Time and technology overtake two Navy subs.*

---

Story by JO1 Lee Bosco, photos by JOC Kevin Clarke

"Warships in general, and submarines in particular, never really complete the journey from defenders of freedom to the pages of history," said RADM J. Guy Reynolds.

"The reason for this phenomenon is that each submarine creates an ether — an ether that surrounds the ship for its life and then lingers long after the ship has been struck from the naval record," he continued. "From that ether emerges the heroes and leaders of our Navy."

And so, following two decommissioning ceremonies held in Hawaii within 48 hours, the Navy lost two-thirds of its diesel-attack submarine force to a common enemy: time.

When USS *Darter* (SS 576) and USS *Barbel* (SS 580) were commissioned in the late 1950s, electric typewriters were just beginning to have an impact in the workplace.

Today, computers make those electric typewriters seem archaic. As time passes, technology progresses and we witness the end of an era. *Barbel* and *Darter's* time has passed and the Navy recognizes that boats like these no longer have a place in the active service.

The decommissioning ceremonies for the two submarines in late October left the Navy with just one diesel-attack submarine, USS *Blueback* (SS 581). Time is on *Blueback's* trail and

will soon catch her, too.

Sonar Technician (Submarines) 2nd Class Alonzo Northam, Cadre Crew USS *Barbel*, laments the choice presented to the crewmen of the two decommissioned subs.

"I can't blame anyone for wanting to get on that other boat [*Blueback*]," Northam said. "I had fun [but] it's time to move."

The reasons for the demise of the diesel are strong. Newer submarines are quieter and less detectable, and that means they are safer for crewmen who value stealth and secrecy above all else. Modern subs can stay submerged for months at a time if necessary; diesels must surface once a day to snorkle. And there is no room aboard the diesels to house the complex weaponry that is carried in nuclear subs.

Despite a diesel's lack of sophistication, each boat is special to the men who served as her crew.

"This is my first boat," said Seaman Apprentice Jeremy Danley, Cadre Crew, USS *Darter*. "I really don't want to leave it, but technology's advancing. I don't have the opportunity to stay. I wish I did."

Both *Barbel* and *Darter* were important to the Navy during their time.

*Barbel* was the first submarine to employ a completely new hydro-

dynamic submarine hull design. She was also the first to have centralized ship controls in the attack center, a design feature that was later incorporated into all submarines.

She traveled nearly three-quarters of a million miles during her 30-year career and completed more than 2,600 dives in her time in the fleet. The sub patrolled in both the Atlantic and Pacific Oceans and took part in numerous international military exercises.

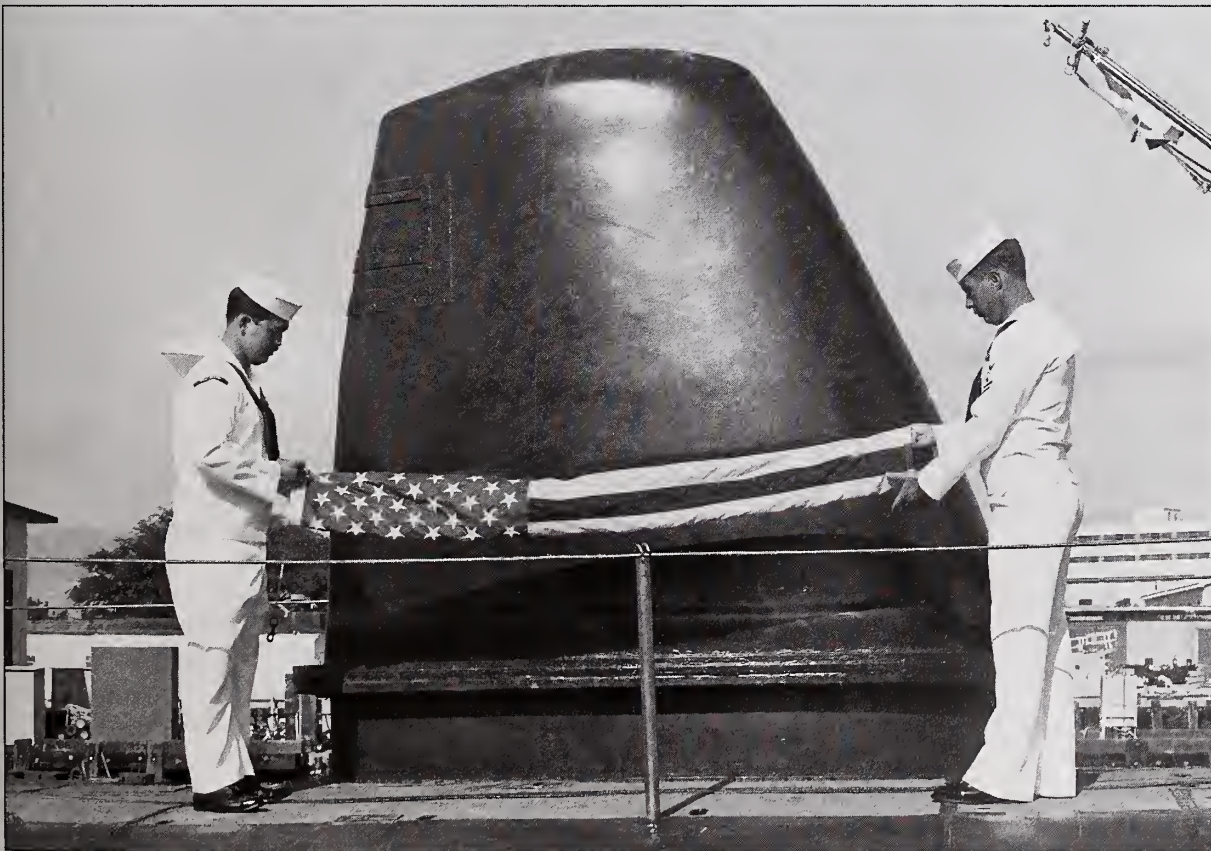
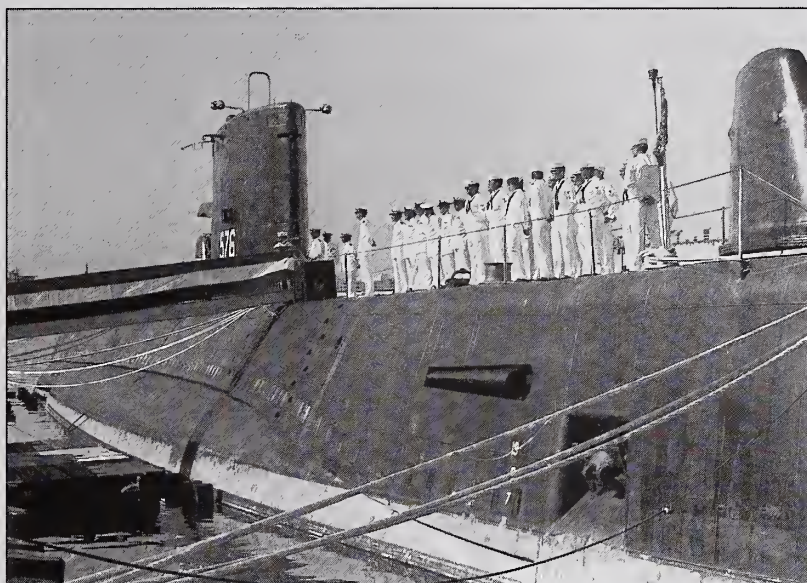
*Darter* also served proudly for more than 30 years. At construction, *Darter* represented the state-of-the-art in submarine design. The sub served in both the Atlantic and Pacific Oceans and won numerous Battle "E" awards.

Both *Barbel* and *Darter* leave the active fleet after distinguished service to the national defense. The men who watched as these subs were silently retired have followed in the long line of submariners who rode these boats since the beginning of the submarine force. Even as the ranks of the diesels have thinned to just one remaining, the men who served on them will remember "diesel boats forever." □

*Bosco is assistant editor of All Hands. Clarke is assigned to PAO, Submarine Force, U.S. Pacific Fleet.*



Left: Crew members leave the decks of USS *Barbel* for the last time. Below: Sailors man the rails of USS *Darter* during her decommissioning ceremony. Bottom: Shipmates give a final goodbye to *Darter*.

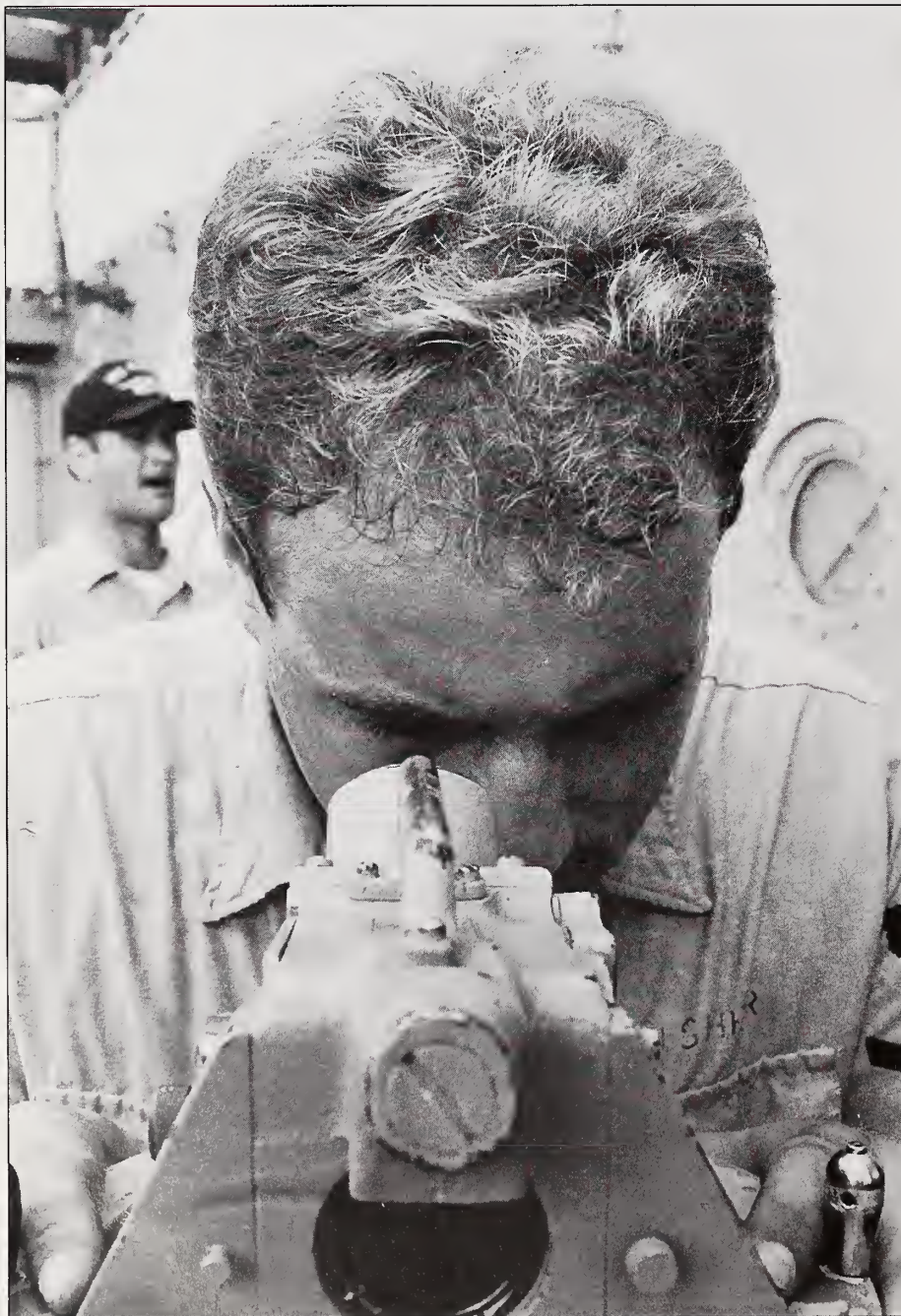




# Quartermasters

## *Navigating the world's waters*

Story by JOSN Monica Miles, photos by PH3 Thomas Witham



Sailors have been navigating the world's waters since before history was recorded. The voyages made by the ancient Greeks and Phoenicians were the first to be recorded. These sailors laid the groundwork for the knowledge and techniques that U.S. Navy quartermasters use today.

The Navy's primary mission is to establish and maintain control of the seas. QMs are needed to help fulfill this mission. They make sure ships arrive on time and are ready to carry out their mission. QMs are needed for all naval operations at sea.

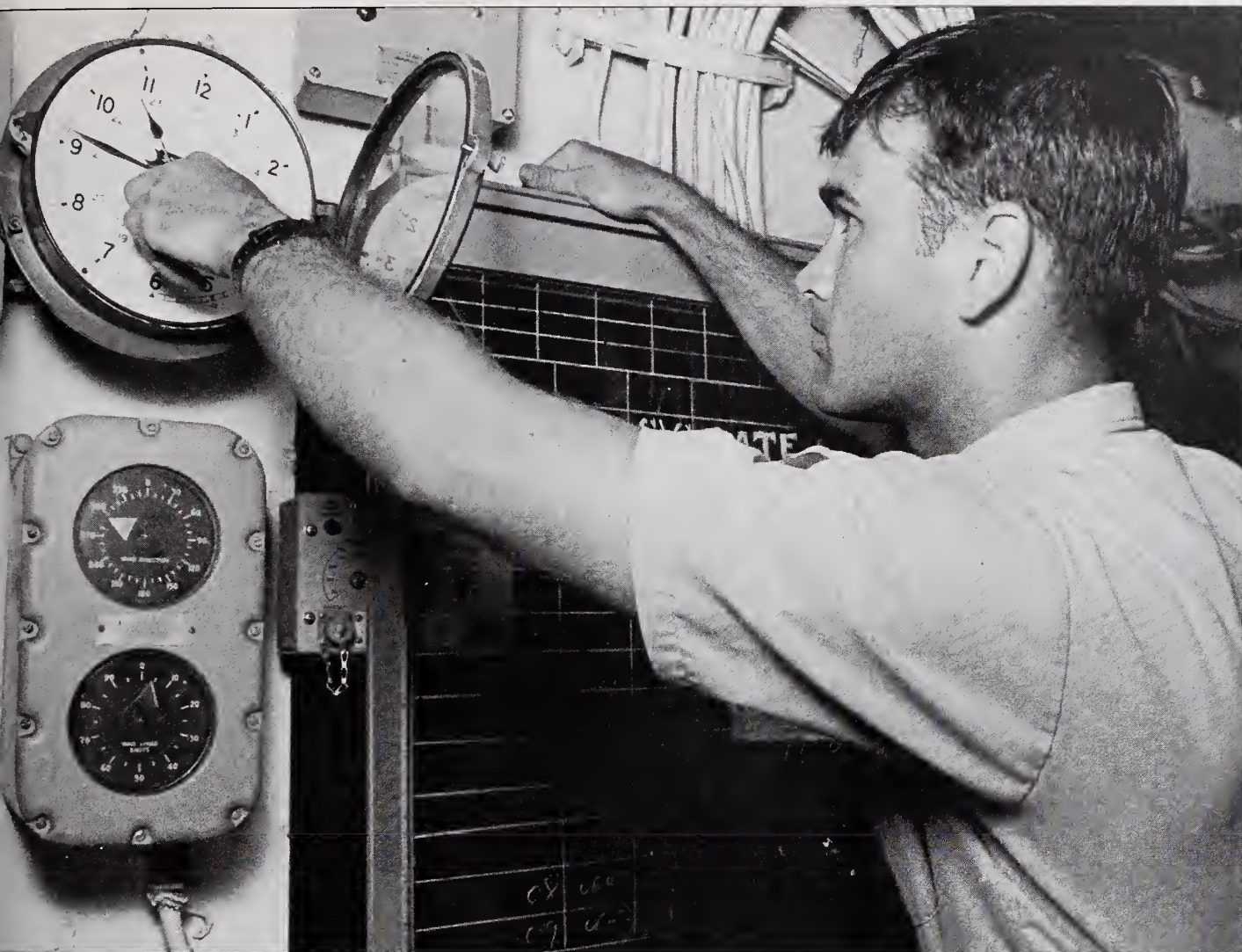
"The captain did the navigating when a ship set out on a voyage in the ancient times," said Chief Quartermaster (SW) Michael J. Demers of USS *Pharris* (FF 1094). "He used a navigational aid called the sextant. The captain didn't share his knowledge of using the sextant with his crew because this eliminated the possibility of mutiny." Sailors couldn't afford to mutiny because they didn't know how to navigate.

However, because of the complexity of navigation in today's Navy, the captain of a ship cannot navigate a ship alone. He has too many responsibilities and he relies on his navigator, who is an officer, and QMs.

A sextant is used by a ship's navigator and quartermasters for celestial navigation. It is a hand-held instrument used to measure the angle of the sun or a star above the horizon and with other calculations is used to determine distances.

The QM rating has been around



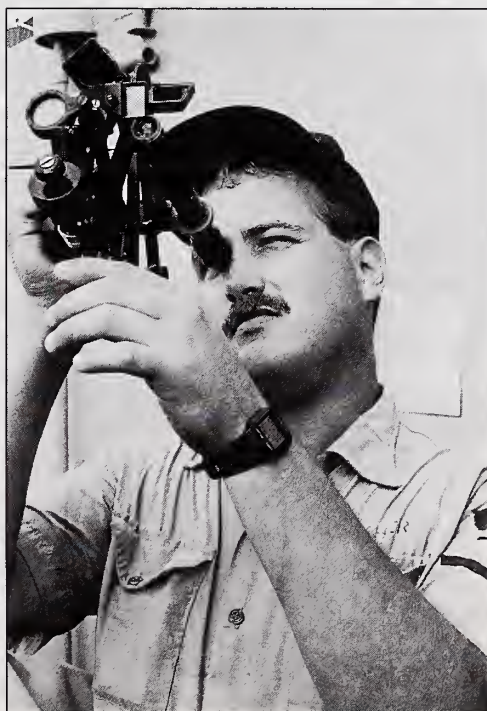


nearly as long as the U.S. Navy itself. According to Demers it is the third oldest rating in the Navy.

Sailors attend QM "A" school in Orlando, Fla., for eight weeks following boot camp. "QMs must have a love for adventure of the sea because they spend most of their time at sea," said QM1 David Shaffer, QM's E-5 and below detailer.

A QM plots courses, steers ships, assists the navigator by taking radar bearings and ranges and making celestial observations. QMs also have a practical knowledge of meteorology. This is usually the job of an aerographer's mate, but on smaller ships this is the QM's responsibility.

QMs are also responsible for knowing the navigational "rules of the road."



Preceding page: QM3 Fisher navigates using a compass aboard *Farragut*. Top: QM3 James M. Buchanan adjusts a clock on *Farragut*'s bridge. Left: Fisher takes a reading with sextant.



# Quartermasters

"There are international rules of the road and inland rules of the road for the safety of lives at sea, just as there are on our nation's highways," said Demers. These rules include lights and shapes that should be shown in a specific circumstance, whistle signals, rules of steering and sailing and overtaking another vessel.

"Our navigational publications and charts are based on a periodical called *Notice to Mariners*," said QM3 Gerald Fisher of USS *Farragut* (DDG 37). "This periodical announces new charts and publications, new cancellations and editions and changes to nautical charts and publications."

Quartermasters are also responsible for maintaining the ship's

chronometer. Before the age of radio time signals, chronometers were the only way to keep accurate time aboard ship. The first chronometers were the sole method for ships on long voyages to accurately determine longitude. Today, use of these precision timepieces includes making it possible for ships to rendezvous at exact times.

Quartermasters will always be needed to assist navigators. They are key personnel on any Navy ship. QMs make it possible for the Navy to carry out its mission. □

*Miles and Witham are assigned to Fleet Imaging Command, Atlantic, Norfolk.*



Photo by PHT Gordon A. Wilcox

Top: Compass and deck log are the quartermaster's tools of the trade. Above: Crew member charts the ship's course aboard guided missile cruiser USS *Jouett* (CG 29). Right: QM3 Norman J. Andrepont takes radar reading aboard *Pharris*.







Left: Plotting the ship's course. Below: QMC(SW) Demers synchronizes chronometers aboard *Pharris*.







Photo courtesy of National Archives

# Home at last

*World War II airmen lost in battle are found.*

Story by Mike Campbell

On April 26, 1989, three Navy men were laid to rest at Arlington National Cemetery. The group ceremony received no media attention, but the improbable circumstances surrounding their deaths and final disposition certainly merited it. Reaching across 45 years to a tiny, uninhabited island in the Republic of Palau in the war-torn South Pacific, their story is inextricably linked to the man most responsible for its conclusion — LCDR Richard J. Bergren.

Bergren was the U.S. Naval Forces Marianas aviation operations officer on Guam in January 1988 when he learned that aircraft wreckage and human remains had been discovered on a small rock island south of Palau's capital of Koror. A Palaun fisherman had chanced upon the site and led a local State Department official and a team of Seabees to the island, where they found a set of dog tags, bone fragments, aircraft wreck-

age and other items.

The dog tags belonged to Radioman 2nd Class Louis James Summers. Summers' rating was not on the dog tags, however, and early civilian reports identified him as a pilot.

RADM T.J. Johnson, commander Naval Forces Marianas, quickly dispatched Bergren to lead a five-man recovery team. The agency normally responsible for recovery and identification of remains in the Pacific area — the U.S. Army Central Identification Laboratory at Fort Shafter, Hawaii — could not immediately provide a team, but did send a representative. When the lab suggested that the remains be returned to Hawaii via commercial air, Johnson vehemently objected. "They went over there in a Navy plane, they'll come back on one!" said Johnson, who sent his personal C-12 on the mission.

The recovery team flew to Palau,

then proceeded to the crash site by small boat. Composed of weathered limestone and covered with vegetation, the uninhabited island — one of hundreds that dot the Republic of Palau — has no real shoreline and rises vertically out of the water. The island's base has been undercut by wave action, giving it a mushroom-like appearance. Two camel-like humps of 75 and 60 feet dominate the land mass, which Bergren described as "not much bigger than a few average-size houses put together."

The team found several pieces of wreckage, including a piece marked with a six-and-a-half-inch number "8." But only after Bergren and the C-12 pilot donned scuba gear for the offshore phase of the search did the plane's identity become clear.

"We determined that it was a Grumman TBF or TBM *Avenger* by the shape of the wing. The left wing was pretty much intact on the bot-





Opposite page: Smoke rises into the sky from burning Japanese troop ship *Nagisan Maru*. This photo appeared in May 1944 issue of *Bureau of Naval Personnel Information Bulletin*, which later became *All Hands* magazine. Left: An aerial view of the tiny island where Jenkins and his crew were found after 44 years. Below: LCDR Bergren displays recovered wreckage. The torpedo-bomber's tailhook (foreground) is now at the Naval Aviation History Museum in Pensacola, Fla.

tom of the ocean, about 40 yards from the island," said Bergren. Nearby they found the engine, which Bergren described as "a solid hunk of coral. You can only tell it's the engine by going underneath it and looking up and seeing some of the cooling vanes and gears."

After identifying the aircraft, the recovery team knew it was probably looking for three bodies. The Grumman TBF/TBM normally carried a crew of pilot, radioman and gunner. Using the ancient art of dowsing, Bergren began looking near the spot where the first search team had found remains.

Dowsing is the use of a divining rod to detect the presence of water or ore, but Bergren said human beings also possess a strong magnetic field, which remains after death and decomposition. But instead of the traditional divining rod, Bergren used two straight clothes-hanger type rods extending two feet and bent at 90 degree angles to form handles of about eight inches. He explained that the rods will cross when they pass over such fields, and that he couldn't always be certain why the rods were crossing.

"But in this particular instance, every time we got a cross it was a body," said Bergren. "We could determine where the magnetization level was and then dig in there and get all the small bones."

At the end of the first day's search, Chief Hospital Corpsman Kenneth Thames, a mortician at Naval Hospital Guam, suggested that the remains were those of three bodies. None of the aircraft's weapons and few personal effects were found, thus



Photo courtesy of Fleet Imaging Center, Guam

Bergren wrote in his report that "while it is only conjecture, the investigating team believes that the lack of weapons, parachute hardware ... and other personal effects indicates that the site was stripped soon after the crash occurred."

"It was miraculous that we found these guys at all — that they were thrown off on land and didn't go into the water with the airplane," said Bergren. "Had they crashed into the water, I don't think there would be any remains left."

The bodies were sent to Fort Shafter for identification. A year later, the identification lab officially confirmed the recovery of all three airmen. Found besides Summers were LTJG Jarrel Scott Jenkins and Aviation Machinist's Mate 1st Class Thomas B. Conlen Jr. Like most who give their lives in war, they were young. Jenkins, 24, was the oldest; Summers was 23, Conlen, 19.

Bergren was transferred to Naval Military Personnel Command, Washington, D.C., in February 1988, but his link to the fates of Jenkins,

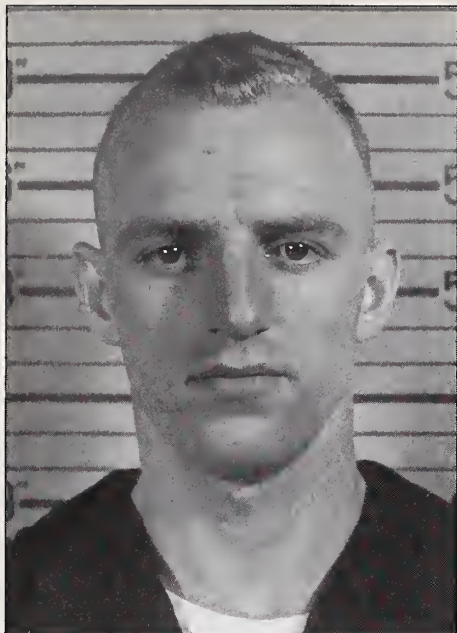
Conlen and Summers would lead to a surprising discovery. He remained fascinated with their story, and sought to learn all he could about their final moments. At the Naval Historical Center, he pored over obscure World War II microfilm records of battle reports, and eventually reconstructed the events leading to their deaths.

The records show that on March 30, 1944, a Grumman TBM-1C *Avenger* Torpedo-bomber was one of several aircraft the light carrier USS *Cabot* (CVL 27) sent to fight in the successful U.S. raid on Japanese shipping in the Palau Islands, located about halfway between Guam and the Philippines.

Bergren said the *Avenger*, piloted by Jenkins, was the second of three TBMs to dive on the Japanese troop ship *Nagisan Maru*, which was attempting to camouflage herself by nestling against the island:

"The first plane got a hit and pulled out, then the second plane, which these guys were in, got two direct 500-pound bomb hits on the ship, according to the reports. From what





U.S. Navy photo

we know, they were then hit by anti-aircraft fire, rolled wing-down right, snagging their right wing at the lowest point between the two humps, and the plane cartwheeled. There's not much space on the island to go down on, but these guys were dumped off right down at the very bottom shelf. The airplane continued to go out into the water. They probably were all killed on impact." Bergren was able to put his account together by combining his on-site findings with the battle reports.

But he never imagined what he would yet uncover. While leafing through old magazines at the Historical Center, Bergren came across a photograph in the May 1944 *Bureau of Naval Personnel Information Bulletin*, which later became *All Hands* magazine. Captioned "Results at Palau," the photo shows smoke billowing from two Japanese ships with a group of mushroom islands in the background. It was enough to send him scurrying back to battle reports and maps of the area.

"I recognized the island and compared it to the maps. I'm sure that the people who took this photo would have been the third plane around," said Bergren, displaying a copy of the page with the photo. "That's normally what they would do: go and bomb and then take photos as they came around. It had to have been them. This is the island



U.S. Navy photo

right here and all this smoke is from the ship that was hit. According to all the reports, these men went in, got two hits and disappeared into the smoke. The third airplane never saw them pull out; they were the only plane *Cabot* lost that day. They were missing in action and stayed missing until we found them in 1988."

The United States officially declared all World War II MIAs dead in 1946. Jenkins, Conlen and Summers are the first who took part in the Palau-Yap-Woleai raids to be found since then.

The search for the airmen's surviving relatives is another amazing story in itself, filled with all the weird twists and turns, false leads and dead ends one would expect to encounter when trying to track relatives of men dead for 45 years. Retired LCDR Thomas R. Legett (see story Page 39), who had known LTJG Jenkins during the war, had the quickest results, locating Jenkins' wife and son within a month of his recovery. Bergren, concerned by the Navy's failure to find the enlisted men's survivors after a year of trying, personally joined the search and eventually succeeded in finding Summers' wife and daughter

Far left: Aviation Radioman Louis James Summers was incorrectly identified as a pilot in early wire service reports. Left: LTJG Jarrel Scott Jenkins, pilot of the TBM-1C *Avenger* Torpedo-bomber was shot down in action on Palau, March 30, 1944. Below: Aviation Machinist's Mate 1st Class Thomas B. Conlen was known by his peers as a cheerful, well-liked individual.



U.S. Navy photo

and Conlen's sister. He joined them all for the funeral at Arlington last April.

"I had the privilege and opportunity to see this thing through all the way from the very beginning, from the time we dug up the first bones until the time we buried the remains at Arlington," said Bergren.

"I got to feel after a while that I knew these guys personally. Jenkins was given the Distinguished Flying Cross for his part in that raid; Conlen and Summers each had six or seven medals apiece from the different campaigns they were in. These men were basically heroes. They're just the kind you don't hear about." □

*Campbell is assistant editor of Navy Editor Service, Navy Internal Relations Activity, Washington, D.C.*



# Shipmates remember

Story by Mike Campbell

The identities of the three airmen found after 44 years on a tiny rock island in the Palau chain were revealed to the Navy through a curious series of events. In January 1988, news of the discovery of World War II aircraft wreckage and remains on Palau traveled fast. A local official immediately sent a message to Washington, D.C., while a civilian reporter on the island broke the story to wire services that Radioman 2nd Class James Louis Summers had been found. But Summers' rating was not on his dogtags, and the reporter incorrectly identified him as a pilot.

Back in the states, retired LCDR Thomas R. Legett was relaxing over a Sunday breakfast and newspaper in his suburban Dallas home when he heard the announcement on TV. "I said, 'Heck, that's not correct,'" recalled Legett, who was a chief aviation radioman in Torpedo Squadron 31 aboard USS *Cabot* (CVL 27) in 1944. "Those guys had found the wreckage of [LTJG Jarrel Scott] Jenkins' airplane, which Summers was a radioman in." Legett called the Navy the next day and identified his three former shipmates, but the information didn't reach Bergren until the recovery team had completed their mission.

Legett, who earned a Distinguished Flying Cross for his aerial photography during the Battle of the Philippine Sea, also known as the "Marianas Turkey Shoot," knew the three airmen well. He met Jenkins when VT 31 was formed in Atlantic City, N.J., in 1943, and estimated the pilot had about three months of combat experience prior to the Palau raid.

"Jenkins was a very personable, tall, handsome young man," said Legett. "He was a well-liked, outgoing individual — quite a good torpedo-

plane pilot and well thought of by everybody in the squadron."

Legett said Aviation Machinist's Mate 1st Class Thomas B. Conlen, whose remains were also found, was



Chief Aviation Radioman Legett (right), flew in this *Grumman TBM Torpedo-bomber* with LT Edward E. Wood (top), VT-31's commanding officer and Aviation Machinist's Mate 2nd Class Ira F. Bewley from USS *Cabot* (CVL 27) in 1944.

"a very cheerful, happy-go-lucky kind of individual, well liked and lots of fun. He was a very good turret gunner, and always talked about Rhode Island and his family. He was very proud of being from up there." Legett recalled Summers as a "rather quiet kind of individual," but added that he was also liked by his peers.

Of the three pilots who dove on the *Nagisan Maru* that March day in 1944, only LTJG Roderick P. McChesney survived the war. Now living in San Clemente, Calif., McChesney said he couldn't recall much about Conlen and Summers, but he remembered Jenkins well.

"He was a superior pilot and an aggressive pilot and maybe that was not to his advantage in a situation like that," said McChesney. "He

always followed me very closely and he was a good formation flyer and wanted to do the best job he could. He was a good one."

McChesney's memory of the Palau raid after more than 45 years was brief but succinct: "It was a clear day — I remember that. We had been assigned to this area and I remember seeing the ship down there. It was right next to the island and we made our glide-bombing run. We had four 500-pound bombs, dropped them and got out of there as fast as we could. As for Jenkins' plane, I didn't see anything and nobody in my plane saw anything either." Official battle records show that McChesney scored one hit on the troop ship and Jenkins two.

The third plane, which took the photograph that appeared in the June 1944 *Bureau of Naval Personnel Information Bulletin* (now *All Hands*), was piloted by ENS Donald Hornberger, who was killed on Aug. 4 of that year during a daring attack on a Japanese destroyer.

On that raid, Legett was the radioman in the lead plane; Hornberger was the wingman.

Legett later became McChesney's radioman when VT 31 was reformed and attached to USS *Belleau Wood* (CVL 24) in the spring of 1945. He estimated that he participated in 40 World War II combat missions.

Legett was commissioned as a naval flight officer during the Korean War while attached to USS *Essex* (CV 9). "The oldest, baldest ensign in the Navy, I thought," recalled Legett. He retired in 1972 after 28 years of service. □

*Campbell is assistant editor of Navy Editor Service, Navy Internal Relations Activity, Washington, D.C.*



# Alive and kicking

*Navyman's dedication to sport influences recruits in training.*

Story and photos by JO2 John Joseph

For all sailors, being the best requires a lot of hard work and dedication.

Aviation Structural Mechanic 1st Class Vincent D. Martinez is no exception. Spending long hours with recruits and training for professional competition is a daily routine for this 13-year Navy veteran. It's his desire for excellence that's given him world-wide recognition.

Martinez is assigned as a company commander at the Recruit Training Command, San Diego, Calif. He also reigns as the World Karate Arts Associations' World Middleweight Kickboxing Champion, sporting an impressive record of 87 wins, three losses and two draws.

Martinez said working as a recruit training company commander is a 24-hour-a-day job, but it's "recruit drive" that motivates him and his company to be the best.

"I've had four companies so far and it's been a lot of fun," said Martinez. "I use the trophies that I've won in competitions to inspire my companies to strive for excellence.

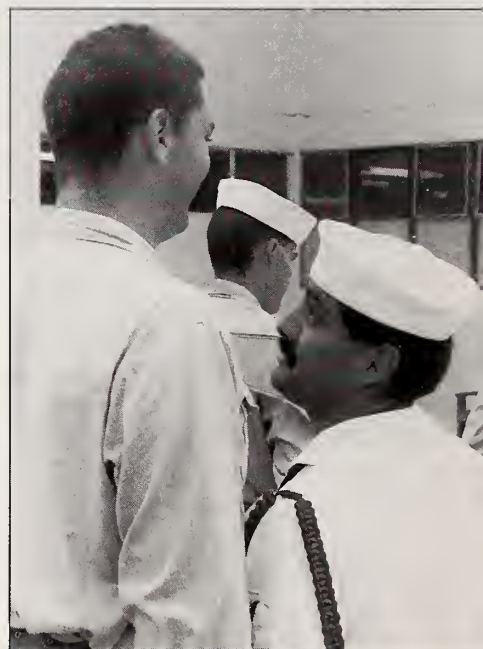
"When the company does poorly in

an inspection or drill evolution, they [recruits] sometimes get real quiet and have their heads down, and that's when I'll yell at them," said Martinez sternly.

"I'll tell them to get those heads up and put those shoulders back, because that's why I brought these trophies into the company, so you can see that I can do both — be a champion and be a leader," he continued. "I let them know that nothing comes from easy work and that you can't give up, because there's always someone after you. So when they get like that I'll ask, 'What powers our company?' And they'll say, 'Recruit drive, sir — and that's what we go by!'"

"Petty Officer Martinez makes our physical training fun," said Seaman Recruit Salvador Lightbourn, a recruit in company 271. "He doesn't pressure us, and he lets us work on our own. He teaches us some of his moves and really gives us a good workout."

"I'm really proud to be a member of his company," said SR Eric R. Eusebio. "He treats us like everyone's the



same in the company, and he teaches us all we need to know about the Navy."

Although he admits being a recruit training company commander is challenging, Martinez said he somehow finds the time to continue his training, allowing him to be competitive when defending his title against





Top left: Martinez practices his kicking techniques. Bottom left: The 13-year Navy veteran sizes up one of his recruits at Recruit Training Command, San Diego. Below: Martinez is the current World Karate Arts Association world middleweight kickboxing champion.

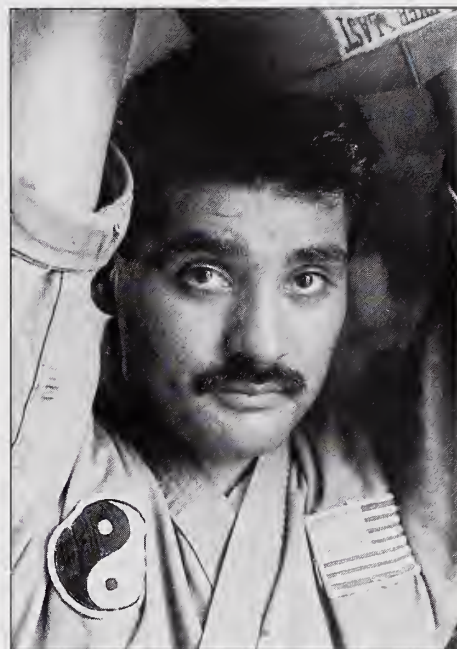


Photo by Ronald W. Erdrich

world-class contenders.

"Sometimes it's very challenging," said Martinez. "I am the only company commander that teaches my recruits self defense and that motivates them a lot, as well as keeping me in shape."

"I train at least three times a day, and I'll usually have my company with me. We run in the morning and afternoons and I work out on my kickboxing fundamentals in the evenings, so I keep pretty busy."

Although a professional for only the past eight years, Martinez has had over 200 amateur fights, and it was his domination in the amateur ranks that led to his professional kickboxing career and his enlistment in the Navy.

"I started in amateur karate, which is a form of kickboxing, about 13 years ago, and I basically dominated the blackbelt lightweight division," said Martinez.

"My instructor taught me everything he could, and the sport was just natural for me," he continued. "After learning everything I could from him, I was really hungry. I still wanted to

learn. One day he told me to do the ultimate, to do what's best and go where the sport originally started, which was overseas. That's when I joined the Navy."

As world champion for almost a year, Martinez admits the money, fame and attention hasn't really sunk in yet, and being a world champ means handling a lot of responsibilities.

"I've defended my title four times so far, but it still hasn't struck me that I'm the world title holder," said Martinez. "When you win a world title you inherit a staff of 104 people who handle everything from personal finances to promotions for your other fights. That's something I didn't realize. It's not just myself, a coach and a belt. It's incredible."

Martinez most recently defended his kickboxing title successfully against the North Atlantic welterweight champion from the United Kingdom. The fight was held in Atlantic City, N.J., and guaranteed him \$1.5 million.

Martinez is the first to admit that money is great, but striving to

become a Navy chief petty officer and a karate instructor is his main focal point.

"I'm not used to the money yet," said Martinez with a smile. "It's nice to be able to buy nice things, but I really don't live that kind of lifestyle. I still survive on my Navy pay and have plenty left over at the end of each month."

"I'd like to stay in the Navy, and someday teach karate in the Navy. I also like the fact that my goal is to become a chief petty officer. It's a hard task and a lot of people can't do it, but with six years left I think I have a good shot at it."

Summing up his personal winning philosophy, Martinez said of himself, "I'm not a quitter, and I think that's what it's all about. Who knows, I might make master chief." □

*Joseph is assigned to NIRA Det. 5, San Diego.*



# HM's research helps people

Story by JO1 Dennis Everette

Medical research to benefit sailors takes place every day. Chief Hospital Corpsman Melvin Benjamin is involved in it — usually he monitors the subject, but sometimes *he's* a subject in projects at the Naval Aerospace Medical Research Laboratory, Naval Air Station Pensacola, Fla.

NAMRL is a human performance laboratory that develops physiological and psychological tests to evaluate performance of the human body *with* some form of stress — cold, heat, visual distraction, information overload or anything else an aviator might experience — then compare it to the same test *without* stress to help the human body adapt and perform better during demanding flight operations. Benjamin is excited about being a part of it.

"What we're doing here will benefit a lot of people in the future," said Benjamin. In its research, NAMRL tests healthy people to benefit the aviation community later on.

"Right now we're doing a project on sustained flight operations," said Benjamin.

In this study, Benjamin is working with active-duty and civilian Navy research psychologists and scientists in a study to test what affect drugs have on pilot's mental and perceptual performance.

The participants are kept awake 14 hours a day for five days and run through simulated flight programs similar to what they'd do in a fleet operation. Test subjects first do the program without specially chosen drugs and then try it with them, along with a special diet to see whether the drug enhances or slows down their performance. They are under the close supervision of a Navy



Photo by Jim Bryant

medical officer at all times.

Benjamin said NAMRL is a special place to work. "You may pick up a science or medical magazine and read about a medical breakthrough or invention to revolutionize what we do in the future," he said, "but few people are fortunate enough to be a part of what you read about."

Getting participants for an experiment can be difficult, so sometimes Benjamin has to "sell" research to aviators to get enough volunteers.

"I say time is a small price to pay for improving the future of their brother pilots who come after them," he explained, "if they [present pilots] contribute to making things better for themselves. Basically, I just give them an honest heart-warming talk."

HM3 Ernest Collins admires Benjamin's hard work.

"He's not a micro-manager," said

HMC Benjamin talks to Marine Corps 2nd Lieutenant Jack White about a gravity force test.

Collins. "He puts a lot of trust in us to get the job done. He cares about the people doing the job."

"I knew I was coming to a research laboratory," Benjamin said, "but I still thought it would be in a dispensary or clinic within NAMRL. I had no idea I'd be involved in research."

"It makes me feel good that I can be part of something that's going to actually help a lot of people and make it better for them at some point in the future," he said. "Even though I'm not working in a sick call situation, it's still part of being a corpsman because I'm helping people." □

Everette is a writer assigned to All Hands.



# Bearings

## 'Mike 8' can light the way for NASA's space shuttle landing

It may not win a beauty contest, and it's a far cry from state-of-the-art. It's certainly not what you'd expect to be used in conjunction with NASA's space program. But when Naval Station Pearl Harbor, Hawaii, renovated a Landing Craft Mechanized 8 or "Mike 8" boat, they used their imagination and practicality, and saved the government dollars.

This renovated boat is officially called an Aimed Point Indicator Lighting System support craft, which functions as a platform for lights which can guide NASA's space shuttle, if it ever makes an emergency landing in Hawaii. APILS, which is ready at the time of each shuttle launch, was created when NASA initiated steps to increase safety within the space program. In effect, APILS will become a beacon for the shuttle.

"If the space shuttle has to make an emergency landing in the Pacific Ocean, the boat will provide a lighted geographic reference point that the shuttle will use to line up with the runway at Hickam Air Force Base," said LT Steve Gagne, project officer at Pearl Harbor's Service Craft Division. "APILS can transport lights that are

visible for six miles during heavy seas."

While the boat belongs to the Naval Station, the lights belong to NASA's Manager's Space Transportation System Contingency Support Office, a DoD agency that supports space shuttle launches and landings worldwide. They feel that Hickam AFB is a prime site for safe landings day or night.

"We were seeking safe, augmented sites for emergency landings in the Pacific area," said Air Force Lieutenant Colonel Dennis Malbon, Kennedy Space Center. "We discovered that Hickam is capable of providing ample rescue support, medical personnel and other emergency sources for a transoceanic abort landing," Malbon said. "But, it does not have a runway that is long enough to provide the erection of APILS lights."

Building a permanent lighting structure in the middle of the harbor was considered," Gagne said, "but the cost was too prohibitive."

The next consideration was to mount the APILS lights on a barge. The idea was scratched because the location for the lights in the harbor

— exactly 6,500 yards from the AFB's reef runway — was not deep enough to allow tugboats to move the barge. "It would have involved too much manpower," Gagne said. So, a plan was devised to customize a craft that could become a platform for the lights, that could easily be moved and stored, and would not be a huge expense. Naval Station personnel recommended modifying a barge-like craft usually used for beach landings.

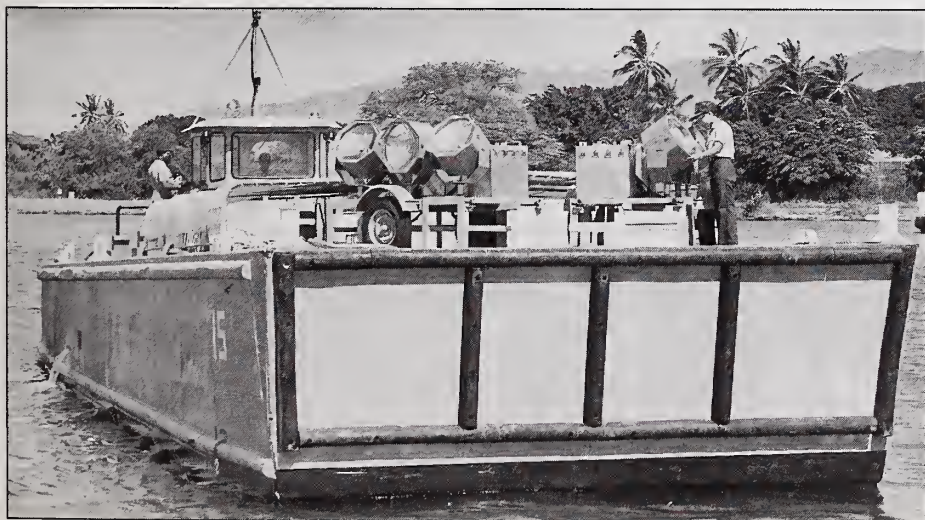
With approved plans in hand, they started renovations on a 24-year-old LCM on March 3, 1989. By the time the 18-person crew completed the work on April 27, they had completely gutted the craft, overhauled four engines and modified the electrical system. They managed to preserve the hull, topside and interior, design and install special mooring lines and modify navigational lights for the boat's special operations.

From the front side, the boat still retains the look of a landing craft of sorts. It's gray in color and the engines purr like a cat. And, it's manned by Navy personnel.

But it turns a few heads in the harbor because it has been shortened in length — originally it was 73 feet long, now it's 60 feet long. APILS carries eight lights that also draw second looks from sailors. The lights are 14 inches in diameter and capable of generating one and a half million candle power each.

"It's the only boat in the Navy, or anywhere else, with a mission like this one," Malbon said. "We've tested the concept at the Kennedy Space Center and we're sure it will adequately perform the job that's required." ■

—Story by JO1 Gayle Colasurdo, PAO, Naval Station Pearl Harbor, Hawaii.





# Bearings

## Sailors revisit roots of democracy in Revolutionary War

Little more than 200 years ago, George Washington, a Virginia gentleman, lead a ragtag army to defeat the world's greatest power of the time — Great Britain.

Delaware Valley served as a backdrop for many of the famous battles in which that army won our independence from the British Crown. The recounting of such famous battles as Brandywine, Trenton and Germantown lead Boatswain's Mate 3rd Class Rose Cunningham to join her husband in what has become their favorite hobby — reenactment of Revolutionary War battles.

"My husband has been interested in history as long as I've known him," said Rose, a reservist assigned to Fleet Intelligence Rapid Support Team Europe, Atlantic, Willow Grove Naval Air Station, Pa. "For years, he dragged me from fort to fort and battleground to battleground explaining little-known facts about each place."

Aviation Boatswain's Mate Aircraft Handling 1st Class Mike Cunningham is assigned as an instructor at Naval Air Station Lakehurst, N.J. A 16-year Navy veteran, Mike said that his interest in the Revolutionary War goes back to his high school American history classes.

The Cunninghams have been participating in reenactments for more than a year. "This is the first time we've been able to be part of a reenactment group," said Mike. They currently reside in Navy housing at Lakehurst, with their three children: Joe, 13, Chris, 5, and Jennifer, 4.

The Cunninghams "signed on" with the 2nd New Jersey Regiment's Lowery Company in November 1988. The original Lowery unit fought dur-

ing most of the Revolutionary War.

"There are a lot of little details in the battles that we try to focus on," said Mike, who is an avid reader of Revolutionary War history.

"Different books give a little different perspective of each battle or event," he continued. "The winners and losers always stay the same, but different researchers focus on different things."

During the past year they participated in a number of reenactments from Ridley Creek to Washington's Crossing. "I guess you could say we're old veterans since we've been in several battles," said Rose, who graduated from "camp follower" to "soldier" in April last year. "I wanted to be where the action was. You may not know it, but back during the Revolution many women fought right

alongside their husbands."

To become a soldier in Lowery Company, each candidate must attend soldiering school taught by the regiment. In the school the reenactors learn the colonial manual of arms, battle marches, battle tactics, how to dress, how to load their muskets and how to "die" in battle.

The Cunninghams usually take their children along. "My children have never done any other kind of camping," said Rose.

"Our five-year-old and 13-year-old are both couriers. They carry messages back and forth between the camp and the unit. And, the little one stays around camp," she added.

Everyone who participates in the encampments and battle reenactments must dress in appropriate attire of the period. All the cloth materials used in making the clothing are reproduced to the original standards without use of blends.

Along with the encampments and reenactment battles, the unit holds a monthly technical meeting to discuss upcoming events and hold training sessions.

"We are bringing history to a public that really doesn't know of the hardships suffered when our country began," she said. "We try to dispel some of the myths and rumors that surround that time and just present factual material."

Besides being a spouse, mother, Navy reservist and Revolutionary War soldier, Rose is also a civilian security assistant for the Navy at NAS Lakehurst. "If I stopped and thought about everything I did, I'd probably go into overload," she said. "So, I just do it." ■

—Story by JOC(SW) Rich Beth, PAO, Naval Air Station, Willow Grove, Pa.



BM3 Cunningham and ABH1 Cunningham in full Revolutionary War battle dress.



## TAR aboard *Lady Washington* sails Puget Sound waters

Brisk winds of the Pacific Northwest billow the great sails on the sleek two-masted rigger. Rushing over the waters of Puget Sound, the crew of the classic ship struggles with the rigging from their precarious spots atop the masts.

*Lady Washington*, one of the first ships to have entered the waters of the Sound, has returned — at least somewhat.

"This is really of great historical importance," said Aviation Structural Mechanic 1st Class Larry Elrich, "especially to the people up in this area."

Elrich, a TAR with the Naval Air Reserve at Naval Air Station Whidbey Island, Wash., recently spent time on the newly-built replica of the 18th century *Lady Washington* as it

cruised Puget Sound on its maiden voyage.

His first time on such a ship was "exhilarating and thrilling," but it wasn't without a few scares.

"While we were in the Pacific, we ran into a pretty bad storm," he said. "We weren't at all worried about the ship holding up, but you consider that low body and high masts — there's no doubt we were going to get tossed around, and we did."

A long-time fan of old sailing ships, Elrich described the experience as a "kid's dream come true."

The trip Elrich took ended in Aberdeen, Wash., on the Fourth of July as part of Washington state's centennial celebration last year. This was the perfect end to a perfect trip, according to Elrich.

"We sailed into port on the fourth," he said, "and fired charges from three-inch cannon and had a flag flying. It was fantastic."

The ship, said Elrich, is the first of two replicas being built as part of the Historic Seaport in Aberdeen. The second will be of *Columbia*, another exploratory vessel that was the first American rigger to travel the globe. The seaport will also have a historical museum.

The seaport is funded by various state and private investors as an attempt to attract tourism to Aberdeen.

"Tourists come through here all the time on their way to someplace else," he said. "Someone just said, 'Hey, why not get them to stop?'"

Elrich plans to continue his involvement with this project through the building of *Columbia*. "I want to work with this from keel up," he said. "In the end, I expect to feel toward *Columbia* as these others feel toward the *Lady*."

Elrich hopes to be a crew member for the new *Columbia*. He expects the second ship to be finished in roughly two years. By then he plans to be retired from the Navy and to devote his time solely to the project.

"Working with the historical seaport, I know there'll always be something different to do," Elrich said, "whether it's working on the ship, giving tours or working in the museum."

When Elrich's tour at Whidbey ends he plans to stay in Washington.

"With mountains on one side and the ocean on the other," he said, "you've got everything." ■

—Story by JO3 Damon Hammer, PAO, Naval Air Reserve, Naval Air Station Whidbey Island, Wash.



Photo courtesy of Photo One, Westport, Wash.



# News Bights

President George Bush has nominated ADM Frank B. Kelso II to serve as the Navy's next Chief of Naval Operations. If confirmed by Congress, Kelso will relieve the present CNO, ADM Carlisle A.H. Trost, on June 30.

A U.S. Naval Academy graduate, class of 1956, Kelso was Commander 6th Fleet from 1985-86. He commanded 6th Fleet during the March and April 1986 retaliatory strikes against Libyan targets.

Kelso is now serving as Supreme Allied Commander Atlantic and Commander in Chief, U.S. Atlantic Command. Prior to this tour he was Commander in Chief, U.S. Atlantic Fleet.

\* \* \*

The proposed FY91 budget includes a three and one-half percent pay raise, continued military benefits, enlistment and reenlistment bonuses, special pay for critical skills and maintaining current training levels.

"We must continue to recruit and retain high-quality military and civilian professionals," said Secretary of Defense Dick Cheney of the DoD budget proposal, "emphasizing their well-being, training, quality of life and career satisfaction."

Secretary Cheney's commitment to people was echoed by Secretary of the Navy H. Lawrence Garrett III and Chief of Naval Operations ADM Carlisle A.H. Trost.

The DoD budget request for \$295.1 billion in budget authority is an initial step in the process that results in an approved budget for the fiscal year beginning Oct. 1, 1990. The proposal is subject to change as it moves its way through the legislative process.

\* \* \*

Military safety improved throughout the 1980s according to the Assistant Secretary of Defense for Force Management and Personnel.

He stated that while occasional, tragic accidents receive the most attention, their frequency declined steadily over the past decade. For example, FY89 was the second safest flying year in history, a notable accomplishment considering the higher performance capabilities of new aircraft, more challenging missions and more rigorous training activities.

The Navy had a very successful calendar year in terms of safety, despite the unrelated string of accidents late in the year that led to the safety stand down in mid-November.

In fact, the Navy recorded its second lowest number of major accidents last decade and the lowest number of accident-related fatalities in three years. This doesn't

include the 47 sailors killed in the USS *Iowa* (BB 61) explosion, which an investigation found was caused by a deliberate act.

\* \* \*

Chief of Naval Operations ADM Carlisle A.H. Trost, in an effort to improve the quality of sailors entering the Navy, has approved a revision to the Navy alcohol and drug policy.

The revision states that new recruits and naval reservists who test positive for THC, the primary intoxicant in marijuana, will be separated from the Navy as has been the case with those testing positive for other drugs. It also aims to reduce waivers to that policy. Waivers will be granted only if the individual testing positive for THC has unique and exceptional potential for successful naval service.

Recruiters will inform new recruits that they will be tested for marijuana use upon arrival at their initial training command.

"If a kid with that kind of foreknowledge still chooses to use marijuana, he's sending us a signal that he really doesn't want to be in our Navy and doesn't want to comply with our anti-drug efforts," said VADM Mike Boorda, Chief of Naval Personnel. "We don't want drugs in our Navy. That's the message of this change."

\* \* \*

Dedication of a monument is set for April 8 in Portsmouth, N.H., in memory of the 129 sailors and civilians lost with the nuclear-powered attack submarine USS *Thresher* (SSN 563) in 1963.

*Thresher* was lost in April 1963 during deep-diving exercises about 200 miles east of Boston with 16 officers, 96 enlisted men and 17 civilian technicians aboard to observe her performance during the tests. After reaching her assigned test depth, *Thresher* communicated by underwater telephone to the submarine rescue ship USS *Skylark* (ASR 20) that she was experiencing difficulties. Garbled transmissions received 15 minutes later indicated that far below the surface things were definitely going wrong. Suddenly, listeners in *Skylark* heard a noise "like air rushing into an air tank" and then, silence.

United States Submarine Veterans have been leading fund raising efforts to help cover the costs of the monument.

Donations for the monument fund (make checks payable to "U.S. SubVets/*Thresher* Memorial") can be sent to: *Thresher* Memorial, North Conway Bank, P.O. Box 234, West Ossipee, N.H. 03890, Attn: Sally Smith, Manager. □



# Mail Buoy

## Facts on schools

Thank you for printing my article about Mayport sailors earning college degrees while on sea duty (September 1989 *All Hands*).

I note that someone (your copy editor? typesetter?) decided to make some changes to my article (my opening paragraphs, for instance). I understand that editorial license prevails, but there were a couple of errors that do need to be corrected. Namely, the two universities participating in the Navy Campus Contract Degree Program should have read: the University of the State of New York (which is located in Albany, N.Y.) and City University (which is located in Bellevue, Wash.) not as reported — New York State University and New York City University.

There is a State University of New York and a City University of New York. However, these two universities do not participate in the Navy Campus Contract Degree Program. Also, we are now known as Navy Campus, not Navy Campus for Achievement.

— Ray Carver  
Navy Campus  
Naval Station Mayport, Fla.

## Superb flight

I wanted to write and tell you what a superb job [W.W. Reid, *All Hands* Editor] did on the article "Flight of the editor." I've been reading *All Hands* for a long time but I don't remember an article that was as insightful or captured the personal side of flight as did your article. I particularly enjoyed your description of the ride with Commander Montesano and the paragraph on the freedom of flight. You made it come alive.

If the article is any indication I surely recommend you get away from your desk more often. Keep up the excellent work.

— CAPT Charles Privateer  
U.S. Special Operations Command  
MacDill AFB, Fla.

I just finished reading your "Flight of the editor" story published in the December 1989 *All Hands* magazine and just had to write a quick note to express my appreciation for a wonderful story.

Mr. Reid, I thank you for taking me through the necessary training and letting me fly off the carrier's deck with you. I

only regret you didn't record this on your video ... I would gladly buy a tape.

Again, thanks for such an excellent story.

— CWO3 Clyde Cooper Jr.  
USS *Kitty Hawk* (CV 63)  
Fleet Training Center, Norfolk

• Mr. Reid's story, alas, was his "swan song" for *All Hands* — he has taken flight for new horizons, accepting a job with the Federal Deposit Insurance Corporation as editor of its monthly publication. — ed.

## The '31-Knot' legend

I am writing in reference to your "Destroyer christened" and "Little Beavers' remember" article in the December 1989 *All Hands* magazine, number 873.

Both articles were well-written but they left me feeling just a bit confused. On Page 5, "the boiler bursting speed that earned him his nickname in World War II" and on Page 9 "Burke's ability to lead his squadron in spectacular dashes at high speed helped earn him the nickname '31 Knot Burke.'"

With interest sparked by the launching of the *Arleigh Burke* (DDG 51), I recently read the book *Destroyer Squadron 23, Combat Exploits of Arleigh Burke's Gallant Force* which was written by Ken Jones and published by the Chilton Company, book division. The book's Library of Congress catalog card number is 59-13446. On Page 245, it states that 31 knots was considered a "modest" speed for Burke's *Fletcher* class DDs. Fleet Admiral Halsey knew that the DDs were rated for 34 knots plus and used Burke's "modest speed" of 31 knots as the basis for a little joke.

As you can see, there is a conflict between the articles and the book. I was wondering if there is some way to verify which is correct.

— LTJG T.T. Posuniak  
Topsham, Maine

• A bit of research reveals that ADM Burke's nickname came from a joke, but his speed of 31 knots was based on tactical know-how. In his dash to get to what would later be called *The Battle of Cape St. George*, then-CAPT Burke "drove his destroyers as fast as possible while still reserving fuel for

combat." (The Chiefs of Naval Operations, Edited by Robert William Love Jr., Chapter on Arleigh Albert Burke, by David Alan Rosenberg, Naval Institute Press, 1980.)

The book *United States Destroyer Operations in World War II*, by Theodore Roscoe (Naval Institute Press, 1977), explains Burke's nom de guerre this way:

"Burke was away from Hathorn Sound [to Cape St. George] with a celerity that let no moss grow under keel. He reported that his squadron would arrive at ... about 2200.... This and a subsequent report indicated that his destroyers were making 31 knots — a fact which brought an exclamation from CAPT R.H. Thurber, Halsey's Operations Officer and one-time squadron mate of the fast-moving Burke. According to one story, Thurber cried:

"Thirty-one knots! And he recently advised us he could make only 30 knots formation speed!"

"When Halsey's next order was dispatched it was [addressed] as follows: THIRTY-ONE KNOT BURKE...." — ed.

## Thoughts on Navy spirit

Two contributors to *All Hands* recently received letters from retired ADM Arleigh Burke for their articles. The letters contained comments we thought our readers might find interesting, and offer the following excerpts. — ed.

To JOCS(SW) James R. Giusti:

"I have just read your interesting article, 'Destroyer christened,' that appeared in the December issue of *All Hands*, and deeply appreciate your kind words and understanding of a Navy man's appreciation of his shipmates. The Navy is a taut organization, and once a Navy man understands its spirit, he realizes its power and the interdependence on each other which is so important."

To LCDR James A. Harnar:

"Thank you for writing 'Little Beavers' remember' in the December issue of *All Hands*. It portrayed the understanding and complete trust that sailors must have in each other to accomplish what they do accomplish. The Navy has a spirit of understanding and mutual support that is unique. Nearly every action that is



# Mail Buoy

accomplished is dependent on many people doing their best to make the action successful without orders."

— ADM Arleigh Burke (retired)  
Fairfax, Va.

## Issue prompts air mail

While reading the October 1989 *All Hands*, I noticed a few errors in two of the articles that I feel need to be corrected. In the story, "Just like home," you refer to PO1 Jerry Witzke as being an "aviation boatswain's mate (electrical)." The "E" in the ABE rate actually denotes "equipment" not "electrical." The ABEs operate and maintain the catapults and arresting gear used to launch and recover fixed wing aircraft. On shore duty at NALF Goliad, the ABEs would operate and maintain the E-28 emergency arresting gear, and also could be assigned to perform crash crew duties in conjunction with the ABHs.

In the article titled "On the flight deck," the captions on several of the photos are erroneous. The signal the "shooter" on Page 26 is showing is for a catapult hangfire — or failure of the catapult to fire once the fire push-button has been depressed. On Page 27, "shooters" do not guide the aircraft onto the catapult — the Cat Spotters do. These people are ABHs and wear yellow vests, helmets and jerseys. The "catapult" final checkers are in fact "aircraft" final checkers and they do not have anything to do with the catapult. They ensure that the aircraft is properly configured for flight and that all control surfaces do what they are supposed to do.

The personnel on the catwalk appear to be squadron people and are only permitted in the "port" catwalk aft of the aircraft being launched. No one is permitted in the port catwalk during recoveries.

On Pages 28 and 29, the top photo is of a catapult "Bow Safety Man" indicating that all is clear for the next shot. On Page 28 the catapult crewman is not indicating that the aircraft is locked onto the catapult, but rather he is giving the "take tension" signal to the catapult deck edge operator. On Page 29, again the "catapult" final checker is in fact an aircraft final checker — indicating to the catapult officer or "shooter" that the aircraft is OK and can be launched.

Aside from the aforementioned errors I

must say that I enjoyed the articles as I am sure my fellow ABs will.

— ABCM(AW) R.M. Sherwood  
LCPO, Air Department  
USS *Dwight D. Eisenhower* (CVN 69)

## Missed ship

Your article in *All Hands* issue January 1990 entitled "Hugo vs. Puerto Rico" noted that three Navy ships came to the aid of Saint Croix residents. You missed a ship — USNS *Neosho* (TAO 143). Our ship was very instrumental in providing water for the island of Saint Croix. We, along with a barge crew from Roosevelt Roads, provided large quantities of water to that island, not to mention the fact that we were a support ship to the other three ships. We also provided laundry support to Roosevelt Roads Naval Hospital and we pumped thousands of gallons of water during underway replenishment operations to the three ships that you mentioned and then, along with their own water, they were able to supply San Juan with drinking water. We were all very proud of our contribution and just wished that we could have done more.

— YN1 Cindy Campbell  
USNS *Neosho* (TAO 143)  
Norfolk

## More Great Lakes cruises

In reference to OSCS(SW) R.G. Olsen's letter (in the January 1990 *All Hands* issue) concerning the first LST to sail the Great Lakes, the first LSTs to cruise the Great Lakes were USS *Terrebonne Parish* (LST 1156) and USS *Suffolk County* (LST 1173), not USS *Fairfax County* (LST 1193). LSTs 1156 and 1173 sailed the Great Lakes in 1959 with 32 other warships in Operation *Inland Seas* to celebrate the opening of the Saint Lawrence Seaway. The ships participating in *Inland Seas* carried some 8,000 sailors, 1,500 Marines and 1,000 midshipmen. Later, USS *DeSoto County* (LST 1171) made a Great Lakes cruise in 1963 when she visited 18 ports.

— LT Mark D. Phillips  
Military Editor  
*Surface Warfare Magazine*

## Tae kwon do

I enjoyed a recent article in the November 1989 issue in the "Bearings" section.

The article had to do with *tae kwon do*. I am very involved in trying to stay fit, but I did not know of any such programs like this one. I haven't heard much about *tae kwon do*, but noticed that those in the program practice around 18 hours per week. That's quite a bit of physical fitness training. I also noticed that one of the sailors in the photo had cut his hair off, or perhaps was naturally "thinning out." Is this part of the program, or is it just what the sailor wanted?

Thank you for your coverage of Navy events and information.

— LT L.L. Flowers  
FPO Seattle, Wash.

• Tae kwon do *does not require cutting off your hair.* — ed.

# Reunions

• USS *Quincy* (CA 39) 1936-1942 — Reunion 2-6 May, Orlando, Fla. Contact Grady F. Mesimer, 1525 Mercury St., Merritt Island, Fla. 32953; telephone (407) 453-6760.

• USS *Aaron Ward* (DD 483) — Reunion May 9-11, Minneapolis. Contact Bob Imholt, 5936 Newton Av., S., Minneapolis, Minn. 55419; telephone (612) 922-3892.

• USS *Jenkins* (DD/DDE 447) — Reunion May 16-19, Austin, Minn. Contact Byron (Bob) Lewison, 206 12th Ave. S.W., Austin, Minn. 55912; telephone (507) 437-3148.

• MAG 61 Association — Reunion May 17-19, Charleston, S.C. Contact MSgt. M. Roy, 1019 Venetian Pkwy., Venice, Fla. 34292; telephone (813) 488-6485.

• USS *Arkansas* (BB 33) — Reunion May 23-27, Houston, Texas. Contact John F. Bird, P.O. Box 1283, Port Aransas, Texas 78373; telephone (512) 749-6925.

• USS *Callaway* (APA 35) — Reunion 12-14 June, Washington, D.C. Contact R. L. Stambach, 4283-B Island Circle, Fort Myers, Fla. 33919-4427; telephone (813) 481-0359.

• Veterans Association of USS *Iowa* — Reunion June 21-24, San Diego. Contact Henry Schwartz, 921 So. High School Road, Indianapolis, Ind. 46241; telephone (317) 241-0236.





Sailors patrol the Florida coast to prevent protesters from disrupting a test launch of a *Trident II* D-5 submarine-launched ballistic missile. U.S. Navy photo.





**Navy hosts pre-summit meeting ● Page 4**



# ALL HANDS

MAGAZINE OF THE U.S. NAVY

MAY 1990

- Life on Iowa
- PacEx '89

359.05  
A416 ✓



# ALL HANDS Photo Contest

The *All Hands* Photo Contest is open to all active duty, Reserve and civilian Navy personnel in two categories: professional and amateur. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

**All entries must be Navy-related.** For example, photos of operations, Navy families, recreation and athletics are all acceptable. Photos need not be taken in the calendar year of the contest.

**Professional competition** includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

**Amateurs** may enter single-image color print or color transparencies only.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views.

Minimum size for each single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three, black 11-inch by 14-inch mount boards taped together, excluding photo stories entered as transparencies.

Please use the entry form below and include the title of the photograph and complete outline information on a separate piece of paper taped to the back of the photo or slide mount.

Certificates will be awarded to 1st, 2nd and 3rd place winners in each of the four groups. Ten honorable mentions will also be awarded certificates. Winning photographs will be featured in *All Hands* magazine.

Entries will not be returned to the photographer.

For more information about the *All Hands* Photo Contest, contact PH1(AC) Scott M. Allen or JOC Robin Barnette at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

**ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1990.**

For each entry, please indicate in which category and group you are entering the photograph. Attach a completed copy of this form to your entry.

## Single-image feature

- ☐ Black-and-white print
- ☐ Color print or transparencies (prof.)
- ☐ Color print or transparencies (amateur)

## Photo story

- ☐ Black-and-white
- ☐ Color print or transparencies

Name: \_\_\_\_\_

Rate/rank: \_\_\_\_\_

Command: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

Send entries to:

*All Hands* magazine Photo Contest  
Navy Internal Relations Activity  
601 N. Fairfax St., Suite 230  
Alexandria, Va. 22314-2007



Secretary of the Navy  
**H. Lawrence Garrett III**  
Chief of Naval Operations  
**ADM Carlisle A.H. Trost**  
Chief of Information  
**RADM Brent Baker**

CO Navy Internal Relations Activity  
**CDR Connie L. Haney**  
XO Navy Internal Relations Activity  
**LCDR Patricia J. Anthony**

Director, Print Media Division  
**LCDR John A. Marchi**

All Hands Editor  
**JOC Robin Barnette**

All Hands Assistant Editor  
**JO1 Lee Bosco**

Photojournalist  
**PH1(AC) Scott M. Allen**

Writers  
**Jan Kemp Brandon**  
**JO1 Melissa Lefler**  
**JO1 Dennis Everette**  
**JO1 Chris Price**  
**JO2 John Joseph**  
**JO2 Andrew I. Karalis**  
**JO3 Marke Spahr**

Associate for Art and Layout  
**Michael David Tuffli**

Communications  
**RM1 Adrian Baker**

Graphics and Typesetting  
**DM2 Mike Rodrigues**  
**DM3 P.V. Whitehurst**  
**William E. Beamon**

**All Hands** (USPS 372-970; ISSN 0002-5577) (Number 878) is published monthly by Navy Internal Relations Activity: 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Second-class postage paid at Alexandria, VA 22314, and additional mailing offices.

**Subscriptions:** Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Price: \$15, U.S. and FPO, \$18.75, foreign. Make checks/money orders payable to: "Superintendent of Documents, GPO."

**Postmaster:** Send address changes to All Hands, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007.

**Editorial Offices:** Send submissions and other correspondence to: NIRA, Print Media, Attn: Editor, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Phone (703) 274-6208 (AV 284-4455) for editorial; (703) 274-5953 (AV 284-4315) for distribution.

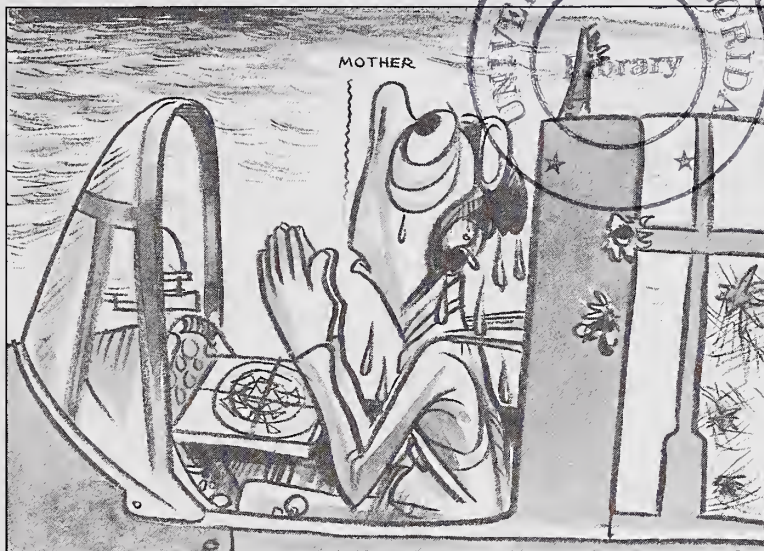
**Message:** NAVINRELACT WASHINGTON DC.

**Authorization:** The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

NIRA also publishes *Captain's Call Kit*, *Navy Editor Service*, *Navy Family Lifeline*, *Navy News Service*, *Public Affairs Communicator* and *SecNav/CNO Report to Congress*.

# ALL HANDS COPY

MAGAZINE OF THE U.S. NAVY  
MAY 1990 – NUMBER 878  
68th YEAR OF PUBLICATION



Grampaw Pettibone — Page 10

**4 SecNav views**  
Special ties to Navy people

**8 Hospital robots**  
Automation improves service

**10 Naval aviation**  
Grampaw, training, memories

**16 Whirlwind tour**  
Soviets in San Diego

**17 Iron men**  
Life on a battleship

**22 Hit the deck running**  
Apprentice training

**24 EOD**  
Teams face ultimate risk

**31 The 'Wright' stuff**  
"Hoop" star joins the Navy

**32 Safety at sea**  
Surveyors identify problems

**36 PacEx '89**  
Active, Reserve serve together

**38 Supply and demand**  
New logistics concepts

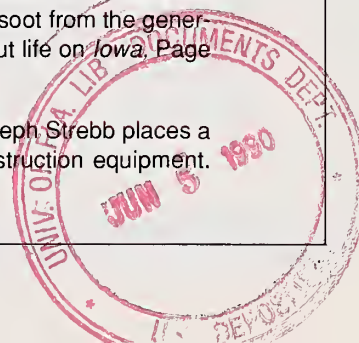
**40 USS Chancellorsville**  
New ship makes new home

**2** News You Can Use / **42** Spotlight on Excellence / **43** Bearings  
**46** News Bights / **47** Mail Buoy / **48** Reunions

**Front cover:** Boiler Technician 3rd Class Leonard Erwine and BT3 Michael Mowry of USS *Iowa* (BB 61) use wire brushes to remove soot from the generating tubes inside the ship's boiler firebox. See more about life on *Iowa*, Page 17. Photo by PH2(SW) Robert A. Sabo.

**Back cover:** Machinist's Mate 1st Class (SW/PJ/DV) Joseph Strebb places a rocket wrench on a 500-pound bomb unearthed by construction equipment. See story, Page 25. Photo by JO1 Patrick E. Winter.

359.05  
A416





# News You Can Use

## ***Personnel issues***

### **NaVets may retain Time in Rate for prior service**

Veterans with prior naval service no longer lose Time in Rate accumulated prior to their separation from the Navy, regardless of the length of that separation, so long as they return at the same paygrade they left.

This policy also applies to Active Duty for Special Work and One Year Recall personnel. All naval veterans who return to active duty after a break in service will have their Time in Rate adjusted to receive credit for previous TIR accumulated in that paygrade while on active duty.

TIR will be computed and adjusted day-for-day in the same manner as Active Duty Service Date. TIR adjustments will be made by the individual's command or local personnel support detachment. This policy is retroactive for all NaVets serving on their first reenlistment following a break in service.

Recomputed TIR will be applied only to future advancement cycles. This policy does not authorize retroactive advancements.

This policy change eliminates a penalty some paid for leaving the service and who later decided to return.

Personnel who are considering leaving active duty should understand that if the Navy gets smaller, it will be harder to reenlist once out.

Except for ratings experiencing serious shortages, NaVet reenlistments will be limited. This approach is necessary to prevent a slowdown in promotions for those who are already on board.

For more information on TIR or on ratings that may be open to NaVets, contact your local Navy recruiter. Better yet, before you get out of the Navy see your career counselor. □

## ***Medical notes***

### **Healthy heart tips include better eating**

Any regular aerobic activity, such as walking, biking, jogging or swimming, keeps your heart healthy. You can get the most out of your heart by getting into a workout routine.

What you eat is important as well. Eggs, meat, cheese, ice cream and other fatty foods are loaded with cholesterol, a blood fat essential to some body functions, can also clog arteries and

lead to heart disease. Vegetables, fruits, grains and low-fat dairy products are better for your health.

One million Americans die every year from heart disease. That's 400,000 more people than the combined number of Americans who've died in all wars since World War I. That's why the country's most deadly war is on heart disease. □

## **Enlisted education**

Educational opportunities for sailors have improved under an expansion of the Enlisted Education Advancement Program.

Sailors may now earn a four-year degree in EEAP in the field of their choice while receiving full pay and allowances. Selectees can now earn as many college credits as possible while attending school full-time for two years.

Members must earn at least an associate's degree; however, if they earn their degree in less than the allotted time, they may now enroll in courses leading to the next



## Food assistance available for sailors in need

Married sailors who are in dire financial straits, especially junior personnel with children, may be eligible to draw food stamps.

Some Navy Family Service Centers can inform personnel of the nearest social services office for applications, assist with form completion and do a follow-up after assistance is given.

FSCs can also help members get food and financial assistance from Navy Relief, the U.S. Department of Agriculture Commodities Program and other social services.

Contact your FSC for more information. ☐

gher degree. Sailors who already have an associate's degree may apply for the program to earn their bachelor's degree.

Another positive change incorporated in the new EEAP instruction allows sailors to attend any accredited college or university in their local area.

Advance copies of the instruction, OpNavInst 1560.8A, have been sent to all major installations and Navy Campus offices. Contact your educational services officer or career counselor for more information. ☐

## CHAMPUS cost-share update

Effective Jan. 1, 1990, the daily amount active-duty families pay for inpatient care in civilian hospitals under CHAMPUS increased from \$8.05 to \$8.35.

An active-duty family member who is admitted to a civilian hospital for care under CHAMPUS will pay the daily rate of \$8.35 times the number of days spent in the hospital, or a flat fee of \$25, whichever is greater.

This rate does not apply to other categories of CHAMPUS-eligible patients. Their inpatient hospital care will in most cases be cost-shared under the CHAMPUS diagnosis-related group payment system.

As of Oct. 1, 1989, that became \$235 per day or 25 percent of the bill charge — whichever is less. See your health benefits advisor for details. ☐

## Montgomery Bill offers Vietnam-era benefits

Sailors who started active duty prior to Jan. 1, 1977, and were eligible for the Vietnam-era GI Bill educational benefits program, may receive benefits from the Montgomery GI Bill. No further benefits will be paid under the Vietnam-era GI Bill program, which ended Dec. 31, 1989.

You may be eligible to convert Vietnam-era education benefits into Montgomery Bill benefits under the following conditions:

- If you served on active duty between Oct. 19, 1984, and June 30, 1988.
- Had remaining Vietnam-era entitlements as of Dec. 31, 1989.
- Received an honorable discharge if not currently on active duty.

To apply for Montgomery Bill benefits you must complete Veterans Administration Form 22-1990 and check both items 11A (GI Bill, Chapter 34) and 11C (new GI Bill active-duty educational assistance program, Chapter 30).

Although 45 months of entitlement were available under the Vietnam-era GI Bill, you may only convert up to 36 months into Montgomery Bill benefits. The rate of the new entitlement is based on one-half of Vietnam-era benefits in effect Dec. 31, 1989, plus the basic rate of \$300 per month under the Montgomery Bill.

Montgomery Bill benefits are available for in-service use, and service members are reimbursed for tuition and fee charges up to \$488 per month. ☐



# SecNav views

## *Thoughts from a SecNav with special ties to Navy people.*

Secretary of the Navy H. Lawrence Garrett III has special feelings for sailors. In fact, he began his association with the Navy in 1961 when he enlisted and became a machinist's mate on submarines. In 1964, he earned a commission after completing flight training. After that, his Navy career included working as a naval flight officer on maritime patrol aircraft, operational tours with Patrol Squadron 50 and deployments to Vietnam and nine years in the Judge Advocate General's Corps. He retired from the Navy in 1981 with the rank of commander.

Garrett is licensed to practice law before the U.S. Supreme Court and U.S. Court of Military Appeals, among others.

Since 1981, Garrett has served in a variety of high-level posts with the government, including service at the White House and with DoD. He also served as Undersecretary of the Navy from August 1987 to May 1989, when he was confirmed by the Senate as the 68th Secretary of the Navy.

SecNav recently met with All Hands and shared his views on how current developments in the nation and in the world may affect the Navy and its personnel. — ed.

### **How the Navy's role will be affected by political changes in Europe and the federal budget deficit.**

It is very early in the process to be definitive in that regard, but what occurs to the Navy in large part will be determined by Congress.

From the requirements point of view, should it affect and alter both the character and the capability of the Navy we have worked so hard to put together? No, simply, because as you look across the spectrum, while we are very supportive of the changes we see, clearly the path that [Eastern Europe] follows is an uncharted one and by no means are there any guarantees.

I think everyone following these

developments is encouraged and hopeful, but we are conscious, as we should be, that our role has always been a global one — we are the nation's insurance policy in this process. We are the nation's stabilizing influence to a degree. That, I think is not appreciated in a lot of circles: that our presence in the Pacific, Atlantic, Mediterranean and the Indian Ocean provides a stabilizing influence that allows the world to get on with its business.

So, hopefully these changes [in Europe] will continue to grow and will bear tremendous fruit for the world. At the same time, from a national security point of view, I don't see the Navy's role changing.



SecNav visits Marines in the field during a recent fleet exercise held on Vieques Island, Puerto Rico.





USS Dwight D. Eisenhower flight deck personnel chat about life on the flight line with SecNav.

this juncture is how much smaller? What kind of Navy does this nation wish to field and still maintain its status in the world? And as it grows smaller in force structure, it will also grow smaller in people. But I have taken the position that we will not hollow out the Navy — we will not do what happened in the late '70s — if we are to lose people, then force structure will go with the people.

#### On Personnel Tempo of Operations and Operations Tempo — Pers-Tempo/OpTempo — policies.

We are *not* going to change that policy, because that really gets back to the issue we discussed earlier. That is, trying to operate with undermanned ships. We have done it, we know what the price is — we won't do it again, not while I am here. There has to be that balance in force structure assets, but in OpTempo, which impacts on PersTempo, we have found that six month [deployments] coupled with a year at home works. We have worked very hard to accomplish that, we don't want to walk away from that.

I must caveat that with the recognition that the Navy exists for a reason, and that reason is to go and fight if we have to fight. So, if we find ourselves in a situation such as occurred in the Persian Gulf — that is, a situation that you cannot plan — I think our people will understand that. That's what makes the challenge so great to protect sufficient force structure in the Navy and Marine Corps giving us the capability to aggressively confront any unanticipated contingency without going to 200- or 250-day deployments. That's a very difficult task — I find it very difficult to get people to understand what it

**Taking inevitable budget reductions into account, your number one priority for the next fiscal year.**

People. Simply, people, because that is where I started 30 years ago. We can have all of the finest technology in the world sitting at the pier or on the aprons of our naval air stations around the world — but without people they become useless. That's my approach. I believe that we [the top Navy leadership] have a commitment as representatives of Navy people, as well as agents of the U.S. government. We represent our people, so we should work diligently, tirelessly and continuously to be sure that we live up to those representations. We have more than a moral commitment to them. They have a commitment to the organization they serve, and the organization has an equal commitment to them. So, that is going to be the centerpiece of the issues I address because every issue I address affects people. That is the bottom line.

**On the possibility that Congress will not approve reprogramming of funds for FY90, resulting in adverse personnel actions such as promotion delays, delays in permanent change of station moves and involuntary separations.**

Let's assume for the sake of argument that the Congress does not act

[to reprogram funds] as we have requested. How might it affect our people? In a very negative way. We have, of course, made that known to Congress. We are working continuously to ensure that the potential negative impact of such a decision on the part of Congress be made known. I think we have a great deal of support, [but] there is a much larger, overarching political issue that has to be resolved. Hopefully, in the final analysis, both sides will see that it is in the best interest of the country that those [political issues] be compromised out of the way and that military people be protected. Our goal is to ensure that they understand the impact. It is not going to be easy.

**On whether a similar budget battle will be waged each fiscal year affecting personnel.**

Well, of course, every year it is a difficult issue like in FY90. I think as we go down the path before us, simply because the resources are going down, it's going to be more difficult to deal with these issues. What we have to do as the leaders of the Navy is to plan properly and be able to articulate the arguments that support those plans in such a way that Congress will support us.

I think that it is clear that the Navy will be smaller. The question at



**SecNav discusses the complexities of flight operations in Eisenhower's flight deck control.**

means to go to sea and be at sea for a long period of time. Sea duty is different — it is our responsibility to articulate clearly enough that there is a difference between shore-based duty and operating at sea.

## **On the role of the Naval Reserve in the 1990s.**

We are looking very carefully at that — as we should be — because if the size and composition of the Navy changes (and there is a possibility of that) I think that the Reserves could play a larger role in what we call the steady-state mission, those that we do routinely. That would free up our regular active force for the surge requirements, or the "contingency" sorts of missions. The Reserves are, and will continue to be, an integral part of the overall Navy. There are several critical missions that are assigned exclusively to the Reserves — the helo search and rescue, special warfare support and the mobile onshore and undersea warfare missions. The Reserves are responsible for more than 80 percent of our control of shipping organization, cargo handling battalions, military sealift personnel and mine warfare ships. They play a very important role, and we have to look to see what is the best force mix between the active and the Reserve components. As we look into the next decade, as we look out over what we anticipate will be the role that we play, I think that they



Photo by Pdt Harold J. Gerwin

could play a significant role in drug interdiction. And they do that today with some of the surface craft that are in the Reserve community.

But it is not an easy problem to address for the Navy, primarily because of the need to have the capa-

we have to deal with.

We will be looking carefully at what is the best mix. What is the steady mission that can be done by some of the aviation units that we have in the Reserves? Those are highly competent, highly capable units in drug interdiction, for example, that are in monitoring and detection. But it is a difficult area that we obviously have to address comprehensively.

---

***"We should size our forces in such a way that it addresses the needs of the United States."***

---

bility of sending a surface unit to sea without full warning. It becomes very difficult when the mix you have of combatant surface craft is approximately 60 percent active forces and 40 percent Reserves. Having only two weeks out of the year to keep them on the cutting edge makes it difficult, and that is not a criticism of the Reserves. It is just a fact of life that

**On the need for funds to be used in training and exercise activities, such as the recent Pacific Exercise '89.**

What happens to those exercise funds is vitally important when budget cuts are severe, because it is very important that you can train during just such an exercise. I am not sure we will find the funds to continue to exercise to that degree. We have got to continue to exercise, and we hope that the support will be there, but for those funds, I certainly think that the fleet commanders and the commanders in chief would be most adamant in arguing for support for those kinds



of exercises. I'm not sure, however, that the funding is going to be there across the board to continue at the rate we have in the past. In the Reserves it is critical that they get that time.

#### **On naval arms control.**

I think that the President's position is correct at this juncture — that is to say, now is not the time to engage in naval arms control talks. I think the President is absolutely right — in a situation such as this the objective should be to enhance U.S. security while at the same time preserving an effective deterrent, and to support our alliance and to achieve real reductions in the risk. My position is that we should never engage in those kinds of talks when it is not in this nation's best interest to do so, and I don't think that is the case at this point in time.

The Navy's responsibilities transcend what is going on in Eastern and Central Europe. We should never lose sight of the fact that this nation is an ocean away from everything — 24 percent of our gross national product is a function of international trade. We should size our forces in such a way that it addresses the needs of the United States. And we should not engage, at least at this point in time, in talks that allow factors other than what is the furtherance of national security to determine what that size and capability should be. That is my view.

#### **On what affect the Navy's increased role in the counter-narcotics effort can have on the traffic of illegal drugs.**

We can't stop it entirely — clearly not. However, I think that if our presence has made it more difficult for those who wish to smuggle drugs, then we are having a positive and real effect. If nothing else, we make it far more costly for this activity to con-

tinue, and that in itself is salutary.

I was commenting the other day [on this issue] when the question came up during testimony before one of the [congressional] committees. Those who work counter to us — if you will, against the interests of the United States, that is, against the people of the United States — have found it more difficult because of our



Photo by PH1 Harold J. Genwien

**Whether on deck or in the field, SecNav stays on top of the issues by identifying with every facet of the Navy and Marine Corps.**

activities to date. In our primary responsibility, which is detection and monitoring, we have found that where our presence is felt, they have tried to go around us, and it is costly for them to circumvent our presence.

Secretary [of Defense Dick] Cheney and the President have clearly taken the position that military forces will take a more active role, and we will support them in that. The Navy is spending a significant amount of

money in 1990, both in steaming days and flying hours, to support that detection and monitoring role, but clearly the problem is broader than that. The nation needs to address [the drug issue] in all of its aspects, both the demand side and the supply side. But just by being there [we have an affect] — for example, the Marines on the southwest border recently helped to stop the attempted smuggling of a large amount of marijuana. Our ships have had some success on the high seas. I think that will continue.

I guess the bottom line is that we can make a significant contribution in those areas in which we are most capable — and that is both detection and monitoring, and in the sharing of training and intelligence. We use them in military operations, and they can be transformed into this particular arena. And if in fact we can make that contribution, we should and we will.

#### **On the general state of the Navy today.**

My long view is predicated on almost 30 years of association with the Navy. As you know I came in myself in 1961. As I look across the years and at the people I have visited, both in the Pacific and the Atlantic, I see a Navy in a very good state of readiness. We have worked hard — both those who have preceded me and those who are here now — to ensure that we attract top-quality people and I think we do have top-quality people. I am very proud of what I see.

To the degree that we have been able to balance the force structure, readiness is probably as high as I have ever seen it. This is the payoff the American people get for the investment they have made over the last decade. The problem is going to be holding on to it.

The short answer is that I think the state of the Navy is superb. □



# Hospital robots

---

*Automated system improves service.*

---

Story and photos by JO2 John Joseph

With quality medical care continuing to be the focus for all military medical facilities, new technology has been developed to enhance hospital staff productivity for overall medical evolutions.

In 1987 new construction began at Naval Hospital San Diego. Now complete, this state-of-the-art facility has proved to be the wave of the future for military medical treatment centers worldwide.

During construction, an experimental Automated Guided Vehicle system was installed. This prototype AGV system was initially designed to transport medical supplies to and from different wards throughout the hospital complex, a task usually done by the hospital's nursing staff.

According to CDR Tom W. Cox, head of the hospital's material management department, the system is one of the more effective ways to transport medical supplies and other materials on a 24-hour basis.

"For all the new hospitals to be constructed, this is definitely the way of the future," said Cox. "Basically, the AGVs allow the nurses and hospital corpsmen to have more direct involvement in providing better patient care.

"For the medical staff members it also alleviates the problems of having to worry about having adequate supplies on hand," he continued, "and transporting used material back and forth to different clinics and wards

throughout the complex.

"The system has drastically reduced the number of man-hours and the number of people necessary

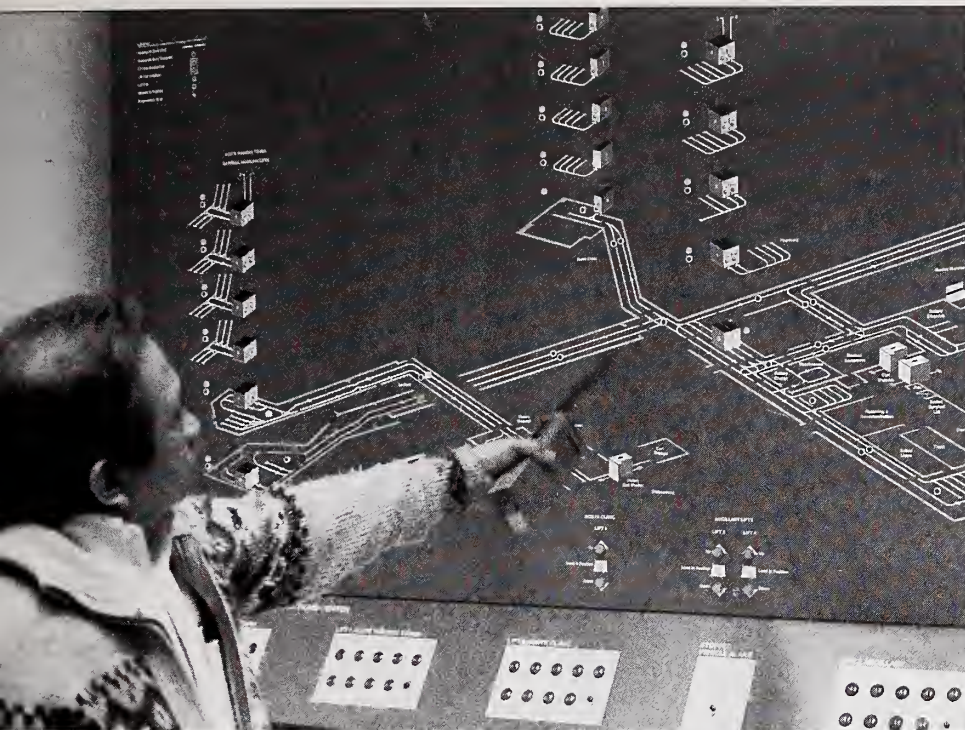
to transport materials," he concluded.

These "robots" are run on a special under-the-floor tracking system and are programmed and maintained by



AGVs provide each hospital ward with a ready supply system and can handle maximum payloads of 800 pounds.





Left: Civilian personnel monitor the under-the-floor track system that enables the robots to travel around the hospital. Below: Cameras show a variety of views of robots at work.



civilian personnel. They carry "sea lockers" stocked with medical supplies, and are also used to distribute clean and pick up dirty linen throughout the complex on a daily basis.

"The AGVs provide each ward with a 'ready-supply' system and are capable of handling a maximum payload of 800 pounds," said retired Master Chief Hospital Corpsman Rey Buccat, the supervisor of the automated guided vehicle distribution system branch, material management department.

"We have 300 supply lockers available for transportation of various supply and material needs," he said, "which results in about a 50 percent decrease in delivery time.

"Before the AGVs were implemented, hospital staff personnel had to lift and cart the supplies around themselves," he continued. "With this system, we've substantially increased morale and decreased the number of personnel having back problems due to physically lifting and transporting materials."

According to Buccat, Naval Hospital San Diego is the only DoD facility to use the AGV system — a system that he feels more hospitals will incorporate into their facilities.

"We have a total of 25 AGVs with

an approximate cost of \$52,000 per unit," said Buccat. "But with the service they provide and the number of man-hours saved, it's proven to be cost effective. I feel other facilities will begin to use this way of transporting their supplies."

Buccat also added that the hospital was constructed with dedicated elevators just for the AGV robots. An extensive monitoring system was also installed, allowing maintenance personnel the ability to detect any problems as they arise.

Other services have now been incorporated involving AGVs. According to CDR Martha J. Lamb, head of the food management department, it is an efficient way of getting meals to hospital patients.

"It's a really good concept," said Lamb. "In a conventional system, food service workers would have to physically push chow carts from the galley to the wards and that takes a lot of time.

"With a facility as large as this one, having the AGVs deliver the food is a definite plus," she said, "and I can see this method used in other new facilities in the future."

Mess Management Specialist 1st Class Bruce Hafften loads the food carts and programs the AGVs to transport the meals to the different

wards at the hospital. For him, the system makes quality food service delivery a breeze.

"It's definitely better than the system was at the old hospital," said Hafften. "The AGVs are really efficient. After I load the carts and program the machine, everything is taken care of. It takes fewer people to operate, and it allows me time to concentrate on other food service evolutions.

"We also look forward to expanding the AGVs to include trash disposal," he said, "which is going to be a big plus in routine hospital evolutions."

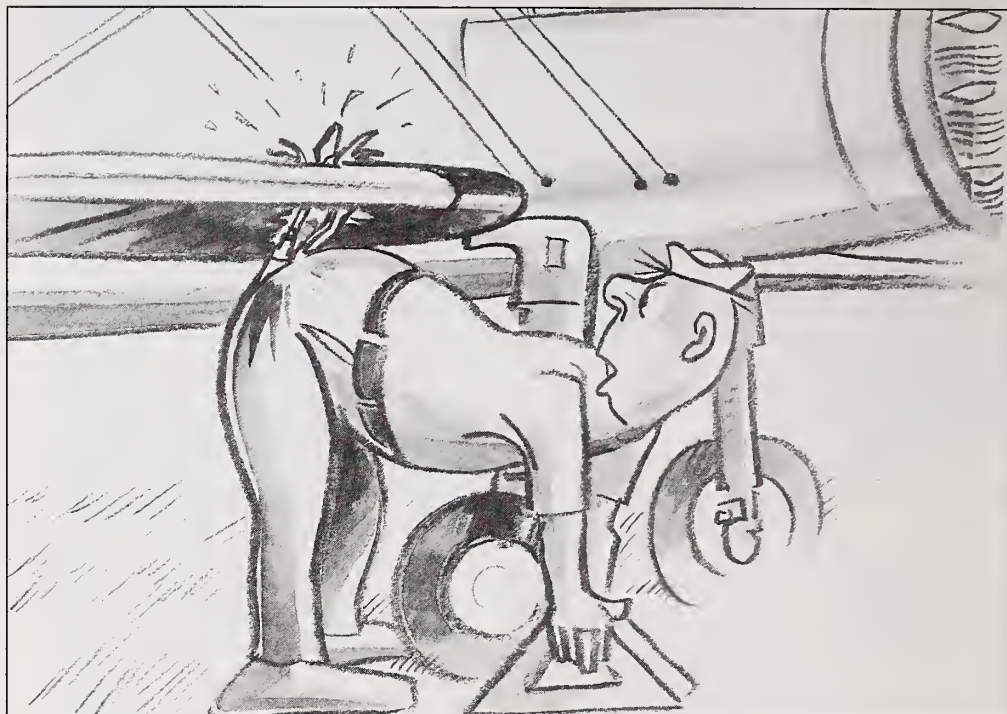
As with all high-tech equipment, some problems arise from time to time — units getting off track or not being programmed correctly — but according to Buccat, the AGVs are here to stay.

"Occasionally we have minor problems with the system," he said, "but in terms of long-term use, it's a very good system." □

*Joseph is assigned to NIRA Det 5, San Diego.*



Right: Spoiler thought it looked "professional" to carry tools in his back pocket. Below: Grampaw Pettibone broadcasts his safety message.



# Cartoon safety

## *Warnings from Grampaw*

Story by JO1 Dennis Everette, art by Robert Osborne

If a picture tells a thousand words, then some of the most unforgettable messages to appear during World War II were aviation safety cartoons. They were originally designed to help keep Navy flyers from repeating someone else's errors.

These same cartoons also help keep today's pilots out of harm's way.

The illustrations still appear monthly in the magazine *Naval Aviation News*' "Grampaw Pettibone" column. Grampaw, Dilbert the pilot and Spoiler the Mechanic are in their 47th year.

"They highlight some of the more common mistakes," said CDR Stephen Brown, CO of Training Squadron 4, Naval Air Station Pen-

sacola, Fla. He compared the cartoons to school. "It's 'getting your knuckles rapped by the ruler from the old teacher' routine — yet keeping it brief and in a positive mood, rather than going through something like an incident report and having to dig out what the problem was.

"Instead you have something you can read in about two to three minutes," he continued. "It rams the point home and actually sticks with you longer than an incident report on what the real problem was — what the pilot did or what happened in the aircraft.

"We read so much in the Navy," Brown said, "sometimes a little cartoon will help you remember what

the main point of the subject was."

Cartoonist Robert Osborne has the ability to take an accident story of any length and reduce it to a single drawing. The art is a funny illustration of a horrible event discussed in the Grampaw Pettibone column.

Dilbert is the cartoon pilot who has survived crashes spanning three wars. Spoiler is the mechanic who shows maintenance people what not to do. Some drawings do not include Dilbert or Spoiler; just a plane or helicopter with human features illustrating an accident about to happen, or the end result. "Facial expressions" on the aircraft vary from regret or sorrow to surprise at the impending accident.



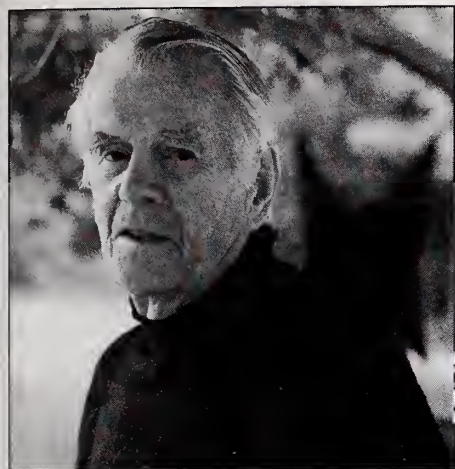


Photo by CDR Howard A. Wheeler

### Cartoonist Robert Osborne

"It's been very gratifying to hear first-hand from pilots how Dilbert or Gramps helped them," said 85-year-old Osborne, who still draws in his home studio in Salisbury, Conn. "I recall one flyer shot down a half-mile off a Japanese-held island. 'Enemy soldiers were shooting at me,' he said, 'and I was about to inflate my life raft when I vividly recalled a poster with Dilbert caught in a similar situation. The lesson on the poster was, don't inflate the raft and make a bigger target of yourself. I didn't and was eventually rescued.'"

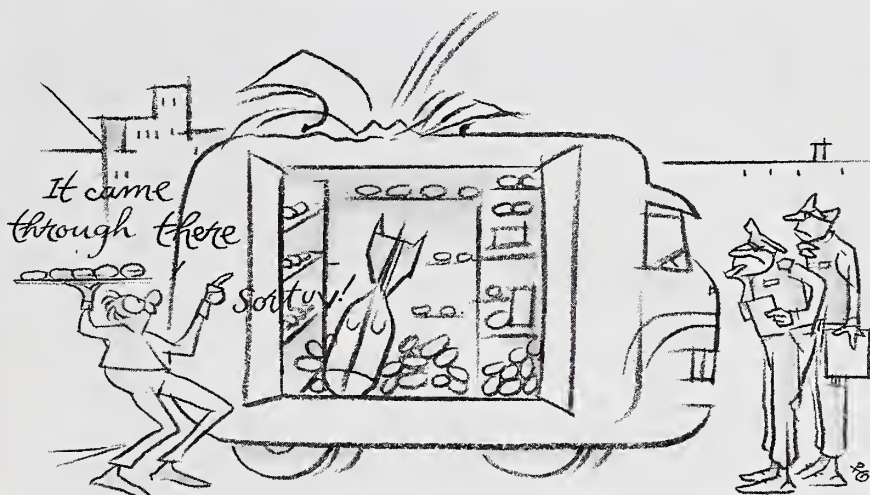
"Having the cartoon in mind is a very important way to keep a person on the alert," said 96-year-old Forrest Wysong, the oldest naval aviator. "To have a reminder like that is a very important part of safety precautions."

Wysong piloted H52L flying boats from 1917 to 1923 in Europe. He said that he'd always been safety conscious when he was flying. He's read as many Grampaw Pettibone articles and cartoons as he could get his hands on since World War II.

"I think an article is effective without a cartoon," he said. "But I think the cartoon is a better way because it appeals to people and causes them to read the article. You have a double image — not only the written word, you also have the visual cartoon in mind as well." □

*Everette is a writer assigned to All Hands.*

## The AWOL bomb



*The AWOL Bomb is a classic Grampaw Pettibone story reprinted from the February 1979 Naval Aviation News. — ed.*

About 0830 one morning a practice bomb (Mk 76) was found downtown, USA, inside an English muffin delivery truck belonging to a local bakery. Military ordnance personnel were quickly dispatched to investigate. They determined that the bomb was inert. The truck's roof was extensively torn where the bomb was reported to have entered. (A damage assessment to English muffins was not readily available.)

The muffin man refused to release the bomb to naval personnel because he needed it for insurance purposes. The identification numbers of the bomb were noted but could not be matched with any "lot" numbers assigned to nearby military bases. Local military and FAA authorities investigated all possible aircraft which could have dropped the bomb — without success. Further investigation traced the bomb to its home

base which was over 500 miles away. No connection could be made between the subject Mk 76 and any aircraft.

### Grampaw Pettibone says:

Holy bomb squad! Looks like a clear case of muffin' up! You could easily leap to the wrong conclusion on this one. Downtown yet! Well, some good investigating shed light on the mystery of whodunit — and it wasn't an airplane. Allegedly, a young lad who was AWOL from the service and driving the muffin truck had misappropriated a practice Mk 76. He had accidentally torn the truck's roof when he drove under an overhanging tree branch. He returned the vehicle without reporting the damage. Next time the truck was used, a different driver discovered the hole and found the MK 76 in the back. Understandably, the owner concluded that the bomb was dropped by an airplane.

Sometimes, what seems obvious at the outset disintegrates in the face of evidence. In this case, an airplane didn't assault English muffins. Nuff sed!



# Flight training history

*Accidental flights made way for naval aviators.*

Story by JO2 Patricia A. Montgomery



U.S. Navy photo

Seventy-nine years ago, U.S. naval aviation was born with a crude hydroplane. The flights of the A-1, a delicate float biplane, were often accidental; it crashed almost as often as it flew.

Aviation training in the Navy began in January 1911 when LT Theodore G. "Spuds" Ellyson flew the Curtiss A-1 at the North Island, Calif., training camp, now a naval air station.

In 1913, Pensacola, Fla., was designated as the first naval aeronautical station. By February 1914, nine officers and 12 enlisted men had arrived with seven "flying boats" (seaplanes) at the Navy's first air station and flying school.

Biplane trainers began instructing naval aviators soon after, and by the time World War I ended, 40,000 Navy and Marine Corps officers and enlisted men had strengthened naval aviation. Instructors were often students who had 50 hours of solo time.

Classes of 60 students graduated from flight training every six months and by 1926, pilot output increased to a maximum size of 125 students per class. Soon there were almost enough

Aviation officers pose in front of an early "flying boat" in 1918 at Naval Air Station, Pensacola, Fla.





U.S. Navy photo

pilots to man the fleet's aircraft. From August 1932 to June 1933 no new students were ordered to Pensacola.

In 1935, Congress passed the Aviation Cadet Act. College graduates between the ages of 20 and 28 were eligible for appointment as aviation cadets in the Naval Reserve. The program called for nine weeks in sea planes, 18 weeks in land planes, nine weeks in observation planes and nine weeks in transport planes. Flying took half the day and ground school the other half for the 709 students who took advantage of the training that first year. Cadets were not commissioned until they had completed training and served three years in the fleet.

World War II saw training accelerate to six months of intense study in the basics, with schools springing up

around the country to handle the influx of potential aviators. Complete training in gunnery, formation flying and carrier qualifications was handled by operational squadrons.

Jets were introduced and World War II carriers such as USS *Lexington* (CV 16) were being modernized to handle the new aircraft. After the war, training classes were scattered around the country.

Helicopters were being routinely flown by the time the Korean War erupted. Those pilots received their training at NAS Whiting Field, Milton, Fla.

Naval Aviation Schools Command aboard NAS Pensacola was created in April 1966 as the primary training center for aviation officer candidates. Women entered the aviation program in 1973 and approximately 230 women have now been designated

**An early Elementary Training Squadron of cadets ready for deployment to the fleet, where training continued at the operational squadrons.**

naval aviators. Naval Flight Officers were created during the Vietnam-era to handle navigation and weaponry, freeing the pilot to concentrate on flying.

Training remains the priority mission for naval aviation. Roughly 2,000 pilots and NFOs are trained each year. They go through a labyrinth of "pipelines" lasting 12 to 20 months in several of 19 training squadrons, taught by 1,097 instructors using six different types of aircraft, before ever setting foot in their first fleet squadron for a tour of duty. □

*Montgomery was assigned to PAO, NAS Pensacola, Fla., when she wrote this story.*



# Memory's flight

## *Veteran visits Naval Aviation Museum.*

Story by CDR Richard Busse, photos by Jim Bryant

He was gray-haired, in his late 60s and alone. I saw that he wore thick-lensed glasses, was slightly bent and walked with a slight shuffle. But when he stood beneath the old *Coronado's* wings, his face mirrored a youthful quality from another time, another era.

He was another veteran who had come to the back lot of the Naval Aviation Museum at Naval Air Station, Pensacola, Fla., to study a tangible part of his past and to linger awhile — remembering. His isolation, mental and momentary, could not have been more personal. He was flying again, in his mind, somewhere over the South Pacific in another PB2Y-5R *Coronado*, 40 years ago, recalling feelings, impressions and faces which still haunted nearly-forgotten wartime memories.

"World War II, you know — there were 10 of us. I was one of the enlisted crew," he said. "We flew long hours in those days on patrol, looking for subs, hauling cargo. I can still hear the sound of her engines and feel the vibration. She was a good airplane — slow but dependable."

His gaze roamed the seaplane's lines, as he reacquainted himself with its huge, angular details.

"My god," he said, "I didn't know any of these boats still existed."

"There was a guy, a guy in our crew," he began, but hesitated, self-consciously ... "well, that was a long time ago. We were only kids then." I



wanted him to finish, but he didn't want to burden me with "war stories." I wouldn't have minded.

His expression changed. Quietly, pensively, he began walking beside the *Coronado's* hull, touching its metal skin and craning his neck upward, reabsorbing that sense of massiveness where the fuselage meets the wings.

"Would you like to climb inside?" I asked. "Maybe we could arrange it. I've been inside. It is like stepping into history."

"No," he said, "this is enough. I remember it. This is fine."

A breeze from Perdido Bay and Big Lagoon gently rolled across the

**A PB2Y-5R *Coronado* on display at the Naval Aviation Museum was used by CinCPacFlt during World War II to tour the Pacific theater.**

museum area, dissipating the sun's warmth and visibly chilling the aging veteran. But he fought off the cold, buttoning his red sweater and completing his tour around the plane. He paused now and then to examine a hatch or ponder a detail. He might never be back again.

"Sir," I said, "may I have your name?"

He smiled again. "No, that's all right," he said. "I'm nobody special. Lot's of guys flew in these. I'm from





Virginia. That's all that's important."

He paused once more in front of the aircraft, looked up to its flight deck area, then glanced again at its wings and engines, his gaze thereafter returning to the sky. A T-2 *Buckeye* thundered eastward and banked inland. His eyes followed the trainer-jet until it vanished in the distance, his expression seeming to ask, "Where did my life go? I used to be that young."

Then he walked away, back to the museum's main building, reluctance and resignation in his plodding steps, turning only once more to look again at the old *Coronado*.

There are no markers or monu-

ments in the sky to tell where men have gone in harm's way. Neither are there any in the sea. There are only vintage planes and ships, parked or berthed here and there for old time's sake, echoes whispering through their hulls.

Inside the *Coronado*, she remains as her wartime crew left her. Silence survives, silence and dust and canvas bunks; radios and instruments blankly staring; phantoms and coiled mooring lines, paper cups and curled paper plates, brittle message paper, too, and dried, leather seats. Parchment-like napkins are still in the galley and the control cables are tautly awaiting new commands that will

**Pensacola's special museum displays a number of historic aircraft, such as this A-4 Skyhawk.**

never come.

Peeling chromate paint dangles from her overhangs. Her empty bays gape. Up front, a small sign, hand-painted 40 years ago, requests that "passengers please stay off the flight deck."

I could not. I hope the proud lady forgives me. □

*Busse is a reservist assigned to Naval Reserve OI Det. 613, Great Lakes, Ill. Bryant is a photojournalist for the NAS Pensacola Gosport.*



# Soviets in San Diego

*Visitors get whirlwind tour of Navy facilities.*

Story and photo by JO1 Brian Curtice

The thaw in tensions between the Soviet Union and the United States were apparent in San Diego recently. The chairman of the Defense and State Security Committee of the Supreme Soviet Legislature came with a group of delegates to inspect U.S. Navy and Marine Corps ships and facilities in the San Diego area.

Chairman Vladimir L. Lapygin arrived on the second leg of a whirlwind tour of U.S. military facilities sponsored by the U.S. House Armed Services Committee. The information and demonstration tour was provided as a reciprocal gesture to one given to the HASC members in 1989 of Soviet military facilities.

The Soviet guests spent the morning of their one-day tour aboard USS *Tarawa* (LHA 1). They viewed hangar and aircraft facilities, the ship's bridge, combat information center, crew's messing and berthing spaces, along with recreational and medical facilities.

"I was very impressed with this ship," said Lapygin. "You Americans have very sophisticated ships and you take good care of your crews."

Many of the Soviet guests, including the chairman, inquired about the operations of the ship, such as its weapons, navigation and propulsion systems. Chairman Lapygin asked *Tarawa's* CO, CAPT W.R. Fladd, if he thought that the ship, being so large, should have an automatic docking system. "No," Fladd replied, "we're experienced mariners and we can do it ourselves."

Inquiries were also made by the delegation members about the crew's quality of life.

"I was very impressed by the spirit



and professionalism that the American military men displayed," said Valery I. Pogrebenkov, military affairs journalist for the Novosti press agency. "It is obvious why you take great pride in your military."

After a short Navy harbor tour to get a seaside view of the battleship USS *Missouri* (BB 63) and aircraft carriers USS *Constellation* (CV 64) and USS *Independence* (CV 62), the Soviet visitors viewed Navy F-14 and Marine Corps AV-8B flight demonstrations at Naval Air Station Miramar.

"In the past we have believed that Americans have been trained to feel hatred toward the people of the Soviet Union," said Pogrebenkov. "But, yesterday I spoke with the pilot of an aggressor aircraft [a pilot who simulates Soviet dog-fighting tactics] at your 'Top Gun' school. He openly explained that they train for machine vs. machine combat and not person-to-person. I was impressed by that."

Pogrebenkov also noted another

**Soviet dignitaries are introduced to U.S. amphibious capabilities aboard USS *Tarawa* in San Diego.**

distinct difference between the Soviet and American navies. "We were surprised to be 'piped aboard' our tour boat by a woman!"

Noting the recent changes toward democracy in the Soviet Union, Pogrebenkov said that he feels more meetings such as these and the recent visit to Norfolk by Soviet naval vessels "will help make our two countries closer and better friends and help eliminate the threat of war."

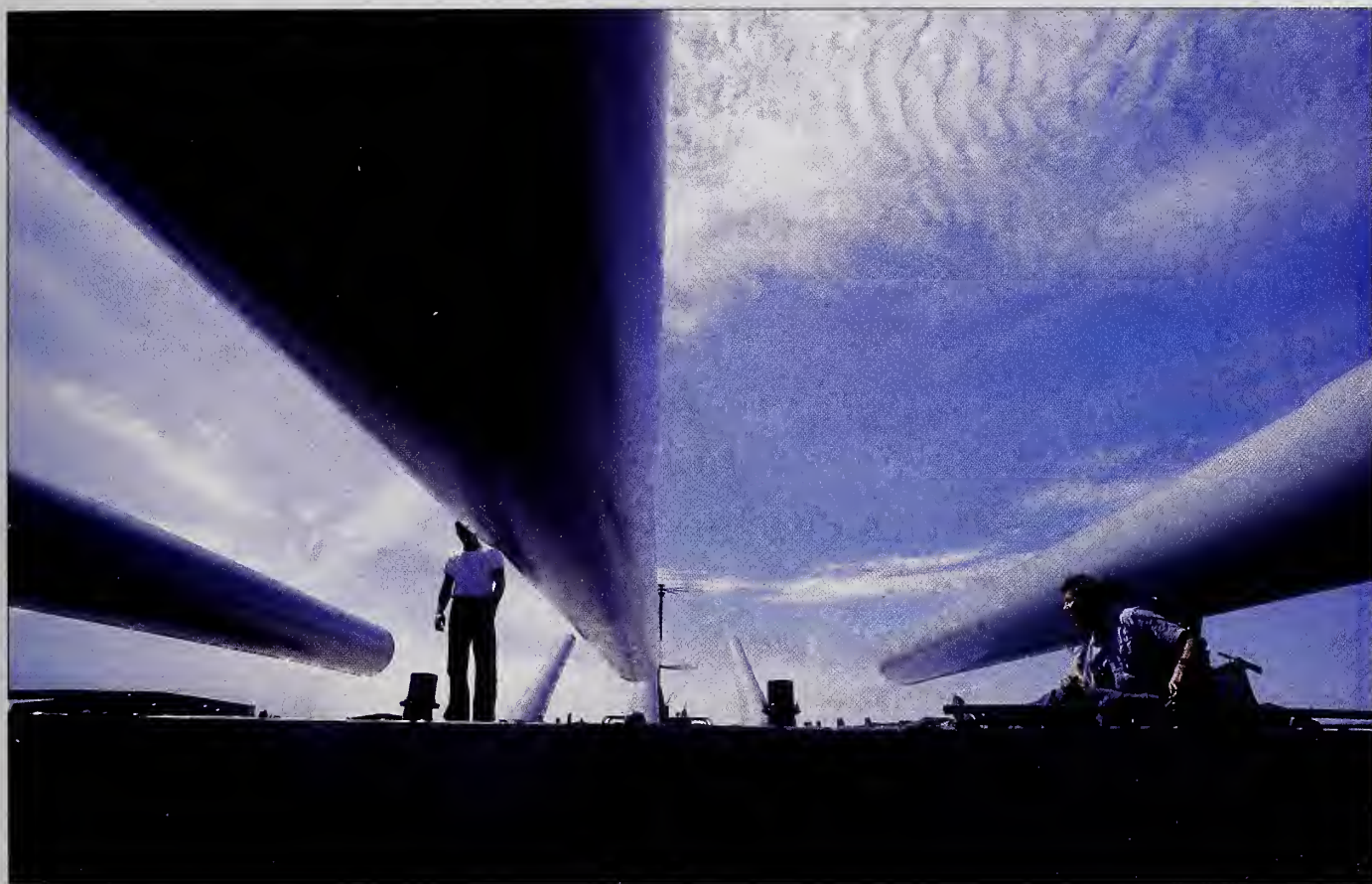
"I was very impressed and happy with the openness and friendliness of everyone we met," he said.

Chairman Lapygin echoed these sentiments, saying, "While we were in San Diego, we felt an atmosphere of trust." □

*Curtice is a reservist assigned to Naval Public Affairs Center, Det. 119, San Diego.*



# Iron men



## of wooden decks

Photo essay by PH2(SW) Robert A. Sabo

"We came together in times of trouble. We shared the good and the bad. The comedy, and the tragedy. For we are the crew of *Iowa*. Permanently fused, like the steel of the ship we sail. Our sides are strong. Our towers high. And our course is set. We are the *Iowa*. A part of every rivet, every plank and every line. We are the ship. She breathes through us, the *Iowa* spirit. That spirit lives in all of us."

CAPT F.P. Moosally  
CO, USS *Iowa* (BB 61)



# Iron men

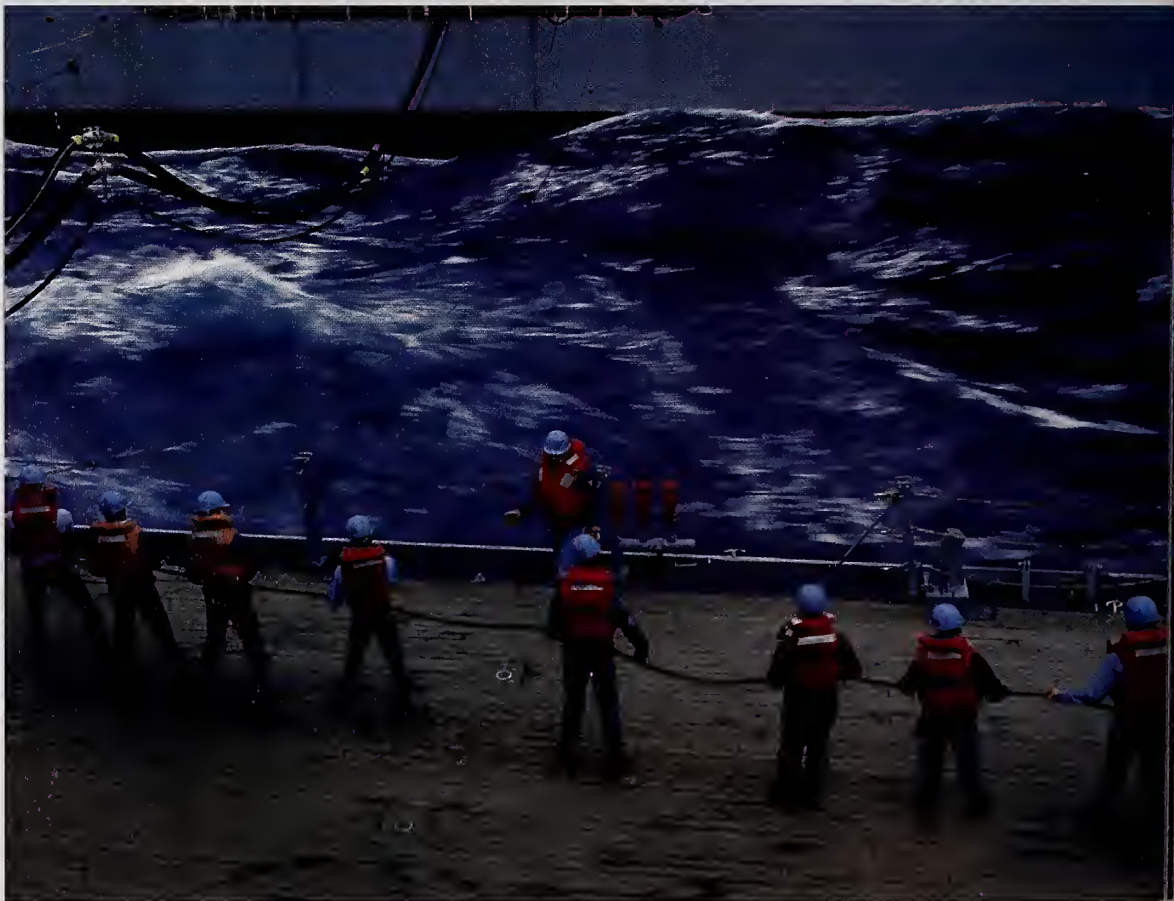
"My morning usually starts by rushing around trying to eat in a hurry — then rushing back to berthing to brush my teeth and shave if I need to. My beard grows real slow, so I don't have to shave so often. Other guys in my division have to shave all the time to look good."

GMG3(SW) Patrick A. Edge, Turret 2

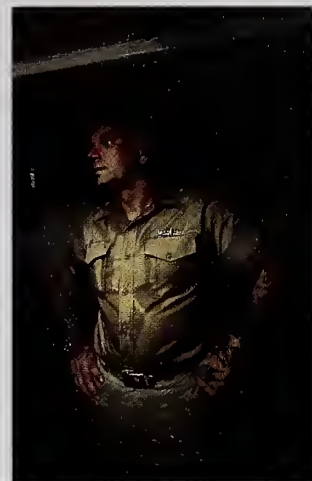


"We wouldn't have a way to stay at sea if we didn't have a way to replenish our fuel, food, cargo and bullets. The men in Deck Department handle the winches, rigs and lines of an underway replenishment."

CWO4 W.A. Patnaude  
Boatswain







"Chief J.C. Miller strikes me as a person who cares about his troops. I've always seen him with just as much, if not more, sweat and grease on him than any man in the turret. He's a hard worker and a dedicated chief petty officer."

1st Sgt. Bruce W. Richardson  
Marine Detachment



"I love gunshoots! It's a thrill. You have to stand on the platform in the turret and watch the recoil to appreciate it. The first time I saw the guns shoot I was scared, but I was in awe of the firepower. I had two sets of hearing protection on, but my ears still rang."

SN Jim L. (Bulldog) Wilson  
3rd Division Deck



# Iron men

"They call it a human chain. That's about the only way you can get the stuff on here. These working parties can be fun when someone cracks a joke — makes something funny out of the situation. It breaks up the monotony."

Cpl. Michael Neely, Marine Detachment



"My division is like living with 23 brothers. We all stick together. After a long day at work, we usually take a break and go hang out. One guy usually runs for sodas while we sit and talk and talk and tell jokes."

GMG3 Dennis R. Unger, Turret 3







"With lines for chow, haircuts, the ship's store and the payline, I can spend 24 hours a day waiting in lines. It's frustrating, but long lines are a way of life at sea. The guys in my division usually sleep, work and eat together. So waiting in line with other people seems to make the line go faster."

GMG3 James M. Estes, Turret 2



"When we're out at sea for a long time, people begin to get on my nerves. My rack gives me a place where I can go and zone-out from it all."

FCSN Scott H. Post, Gunner's Mate Division





# Hit the deck running

---

*Apprentice training gives new sailors edge on Navy life.*

---

Story and photos by JO2 John Joseph

Hundreds of young men and women join the Navy every week. After graduating from basic training, many go on to attend "A" schools in chosen ratings such as electrician's mate, quartermaster or hospital corpsman. Some pursue higher education and go on to become members of the officer ranks.

But what about the "general detail" sailor? These people have enlisted, but have as yet no special skills or career goals.

These sailors wind up working on the flight decks of aircraft carriers. They tie up ships. They stand late-night watches, spending long hours monitoring the gauges in the blasting heat of engine rooms. These sailors

make up the backbone of today's Navy.

At Recruit Training Command, San Diego, it's up to the staff of the Apprentice Training Department to teach these young men and women skills that are a vital part of the Navy's mission. It's these recruits who will have an instant impact on the fleet.

"The commanding officer out there should expect graduates from apprentice training to know the basics of safety," said LCDR Patricia M. Rathbun, director of the Apprentice Training Program. "That's one of the most important things we stress at this school."

"Fireman, seaman and airman stu-

dents are expected to have a good working knowledge of damage control equipment, emergency escape devices and they should be able to do simple Preventive Maintenance System tasks," said Rathbun.

Each program of instruction lasts three weeks.

At the Fireman School, training centers on the engineering fields. Students are taught to perform minor maintenance such as valve packing and inspection, painting and machinery preservation. Tag-out procedures are also explained. Students will be expected to perform these tasks with a minimum amount of indoctrination when they arrive at their ship or station.

"I've really learned a lot," said Fireman Recruit Ross Justus. "The instructors are eager to help and are always there to answer any questions we have."

Basic safety is one of the common points emphasized in the Seaman School.

"We really stress the importance of being safety conscious at all times," said Senior Chief Boatswain's Mate (SW) James B. Holley. "We teach the students basic seamanship evolutions such as line handling, hoisting and

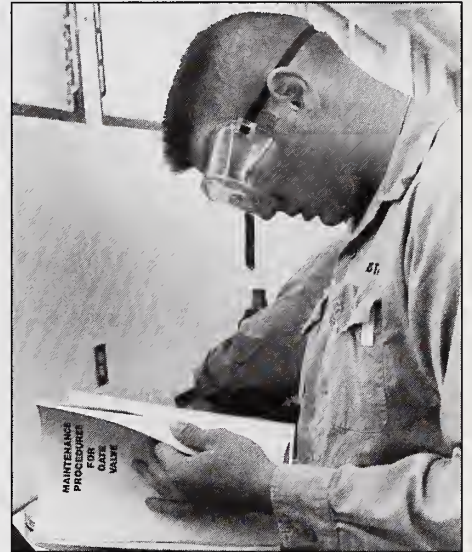
AR Joseph J. Masino works with classmates to give an aircraft a fresh-water washdown.







Left: Students learn correct seamanship at the Seaman Apprentice school. Below: FR Justus checks his manual for proper maintenance procedures in the Fireman Apprentice school lab.



docking boats, and making sure the students are familiar with watch standing."

Students who attend the Airman School are given a basic knowledge of areas unique to the aviation community, according to Senior Chief Aviation Electronics Technician Thomas Smith. That includes safety concerns.

"The safety part is really big here," said Airman Recruit George King. "It's important to be safe, because when I get to my duty station, I don't want things falling apart on me."

In all the programs, students are assigned to the different areas according to what ratings they may decide to pursue when they get to the fleet.

"We eliminate a lot of uncertainty the recruits have when they finish basic training," said Smith. "At apprenticeship school, students get a taste of what it's going to be like when they get to the fleet — a lot of 'A' schoolers may not get that."

"We give students a little more personal attention," said LT Kenneth Angel, assistant director of Apprenticeship Training Department. "It allows a young sailor who really doesn't have a good understanding of what the Navy's all about a chance to go to the fleet with the general skills to get by."

"When sailors get to the fleet, they

can go to the different work centers and find out what interests them," he continued, "and then go to a striker board and get into a career they like."

LCDR Rathbun said that students who complete apprenticeship training are enthusiastic and ready to go to the fleet. And the students feel prepared to handle whatever tasks they may encounter at their new duty station.

"The training here gives me a little better perspective on what it's going to be like," said Seaman Recruit Keith Klopfle. "We're getting hands-on experience, and when I get to my ship, I feel that I won't be completely lost."

Course instructors said that the training students receive is intense, and it's a program that takes a lot of motivation and skill to complete.

"A lot of people in the fleet think that sailors who attend apprentice training are second-class citizens, that they can't make it," said Master Chief Machinist's Mate (SW) William G. Bailey, leading chief petty officer of the Apprenticeship Training Department. "That's wrong. It's a very valid program. We have some very successful petty officers that are graduates from this program. Here, we give them an edge on what [the Navy's] really like."

Bailey said that students who

attend the apprentice program have a step up on other sailors when it comes to advancement. Many advance quicker than some "A" school students because the material they cover comes straight out of the airman, seaman and fireman training manuals.

"We give them 'general Navy.' We're not teaching a sailor how to put on a nut and bolt," Bailey said. "We're teaching them how to operate out there so he or she can survive."

"You're only given three weeks — 15 working days — to cram information into someone who doesn't know anything about the Navy. And when they graduate, they have to be able to perform."

"The pride that goes into these programs is very intense," Bailey continued. "You have to realize that as instructors in this organization, we will someday go back to the fleet and work with these men and women. We're sending out parts of us, and the skills they learn here will guide them into their Navy careers." □

*Joseph is assigned to NIRA Det. 5, San Diego.*



# EOD: Is it for you?



Story by JO1 Patrick E. Winter

What does it take to be on an Explosive Ordnance Disposal team? The answer is as varied as the sailors who work in the EOD field.

"While the typical person trying out for EOD is athletic, you also have to be intelligent," said three-year EOD veteran Machinist's Mate 1st Class (SW/PJ/DV) Joseph Strebb. He is qualified in surface warfare and as a parachute jumper and diver.

"You have to have a natural curiosity," added Gunner's Mate (G) 1st Class (PJ/DV) Dave McGlaughlin, who has served six years in EOD. "You can't come to work some morning and think you've got it all figured out."

"Someone who wants to be in EOD has to work well alone," said LTJG Jim McDonald, a seven-year EOD veteran. "You're going to work in small teams, but you have to be able to do things on your own."

Training for EOD personnel is demanding from the beginning. While physical fitness requirements are tough, the academic requirements are even tougher.

"There's a year-long school," said Strebb. "The amount of material that you have to absorb is amazing." That includes understanding not only U.S.-made ordnance, but knowledge of ordnance from many other countries as well. Besides modern-day and World War II ordnance, EOD personnel can be called in to handle home-made terrorist bombs. East Coast EOD teams have even been called to dispose of Civil War cannonballs.

It can't all be memorized, of

course, so when an EOD team is called out on a job, it takes along publications needed for the situation.

"You've always got a single guy on your team who's responsible for really knowing the publications on ordnance," explained McGlaughlin, "but everyone is expected to know them, and you always rely on each other's experience."

Right now, the EOD community is about 80 percent manned, according to LTJG Greg Wheelock, who heads Operational and Technical Evaluation for EOD Training and Evaluation Unit 1, Pearl Harbor, Hawaii.

"The Navy is expanding the field with more mobile units," Wheelock said, "so there are more billets to be filled. We need people in the field. The opportunity to be accepted for EOD training has never been better for those who qualify."

Because of the shortfall in manning, there are some good incentives for becoming an EOD technician. They include a \$20,000 selective reenlistment bonus, diving pay that adds \$175 to an EOD tech's pay, while demolition and proficiency pay add another \$110 and \$55 respectively.

Wheelock personally screens many EOD applicants.

"You don't have to be a superman," he said, "but if you're a hard worker and can mix that with common sense, there's a place waiting for you to give it a try."

To help the community grow, an EOD Assistant program has recently been started for personnel E-4 and

below. EOD assistants perform many of the same tasks as fully-qualified EOD technicians, short of doing actual "render safe" procedures with live ordnance.

Operations Specialist 2nd Class (SW/PJ/DV) Gary Grimes has just completed a two-year tour as an EOD assistant and he's looking forward to going to school to complete his EOD training.

"The camaraderie of working with a small group of guys makes it all worthwhile," Grimes said. "I've enjoyed the diving and mine counter-measures work."

Approximately 600 EOD officers and enlisted make up the community now, but another 400 people are needed. Both men and women are eligible for service in EOD. In fact, seven women are already serving with EOD units in locations around the world.

Applicants for EOD technician must be at least E-5s in any rating, but must qualify and cross-rate to an EOD source rating after completing EOD school. Assistant EOD applicants must be E-4 or below, and must be designated strikers.

For information on joining the EOD community, call Autovon 224-1091 or commercial (202) 694-2545.

"It's a good community to be in," Wheelock said. "We're all highly motivated career personnel. Everyone who's in EOD wants to be." □

*Winter is assigned to Public Affairs Office, Commander in Chief, U.S. Pacific Fleet.*



# Ordnance disposal

*EOD teams face ultimate risk on a daily basis.*

Story and photos by JO1 Patrick E. Winter

When members of an Explosive Ordnance Disposal team go out on assignment, the only routine they can expect is that no job is "typical."

Disarming World War II ordnance, disposing of unexploded bombs at a firing range or inside a terrorist's briefcase — these tasks make up the routine of EOD professionals.

Getting to the job scene is any EOD team's first challenge. That can mean a parachute insertion, diving hundreds of feet to the ocean floor or hiking through difficult terrain. But no matter what, safety comes first.

Before a parachute jump, for example, every step of the operation is gone over meticulously. Each man may have jumped hundreds of times, but at least two hours of preparation and briefings go into less than five minutes of action.

At briefings, the jumpmaster holds everyone's attention. "Safety is paramount," said Chief Aircrew Survival Equipmentman Todd Jargowsky, jumpmaster of EOD Training and Evaluation Unit 1, Barber's Point, Hawaii. "If it's not right, let's not do it. Go around and do it again." It's better to have the aircraft take time for a second pass than make an unsafe jump.

The danger is always present for EOD teams, but it's the thrill of the



An EOD team safely performs a static-line parachute insertion from an Air National Guard C-130.





work that keeps these sailors involved in this risky occupation.

"I find jumping the most exciting," said Machinist's Mate 1st Class Joseph Strebb of EOD Mobile Unit 1, Barber's Point. He's earned his surface warfare insignia, and is a qualified parachute jumper and diver, as well. "Jumping is like a [runner's] high — it's just fun. You get pumped up with adrenaline. Diving is not as intense, yet the danger down there is just as serious."

Training exercises are run frequently to keep diving, parachuting and demolition skills honed. The EOD training and evaluation unit completed an exercise last fall that tested EOD technicians in all aspects of their jobs — disarming improvised explosive ordnance (such as a "homemade" bomb in a briefcase), exploding ordnance on nearby Kahoolawe Island Navy bombing range, a static-line parachute insertion to the sea from a Pennsylvania Air National Guard C-130, and setting an underwater demolition charge to neutralize an exercise mine.

While this training does not necessarily involve live ordnance, Naval School of Explosive Ordnance Disposal methods are designed to approximate the stress involved with handling live ordnance.

"During some of the drills," said Strebb, "instructors wire explosive charges in a mud hole a safe distance away, so if you make a mistake, the charge goes off. You're in no danger from the blast, but if it does go off, it's enough to get the feeling of the 'real' danger."



The history of explosive ordnance disposal began early in World War II when the danger of unexploded bombs became obvious to the British. After Adolf Hitler's Luftwaffe dropped a rain of bombs on London, unexploded German ordnance killed soldiers and civilians trying to remove such hazards from buildings.

To deal with the threat, the British formed the first mine and bomb disposal squads. Taking heed of the British experience, the U.S. Naval Mine Disposal School was established in 1941 and the Bomb Disposal School in 1942, both in Washington, D.C. The men trained at these schools performed the dangerous tasks of clearing harbors, channels and airfields of mines, unexploded bombs, projectiles and booby traps in the European and Pacific theaters.

Following World War II, the mine and bomb disposal units were consolidated into a single program. In 1953, two operational units were commissioned — EOD Group 1 in the Pacific and EOD Group 2 in the Atlantic.

The mission of these teams today has expanded to include dealing with terrorist threats. However, they also often dispose of "retrograde," or deteriorated, ordnance. That's when they get to do large detonations, said LTJG Greg Wheelock, head of Operational



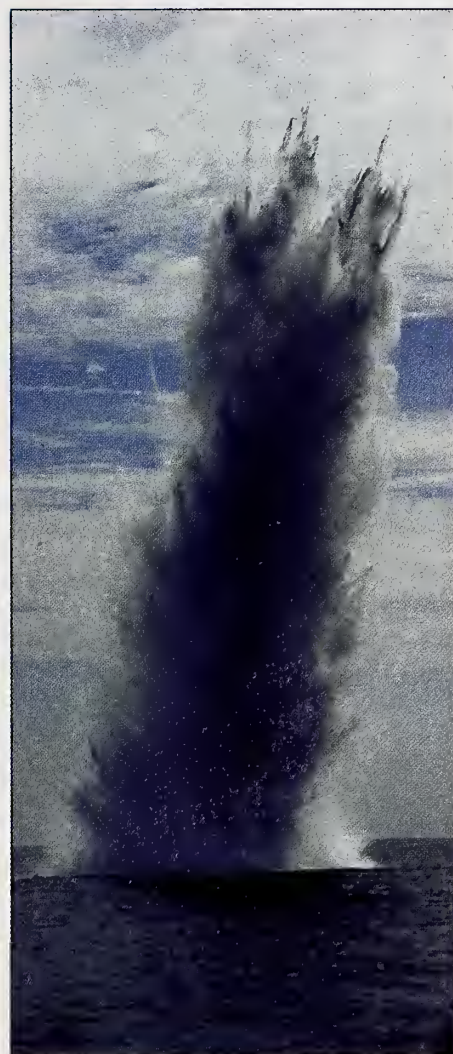
Above left: EOD team members examine X-rays for possible homemade explosives. Top: The diving support team prepares a buoy marker to identify the location of a mine. Above: The depth gauge is an important tool to guarantee a safe dive without risking the "bends."

and Technical Evaluation for an EOD training and evaluation unit in Pearl Harbor.

"Every now and then we'll dispose of some old ordnance," said Wheelock. "I remember my first detonation with a large amount of ordnance. There's nothing like it!"

Besides controlled detonations on bombing ranges and remote areas, ordnance may have to be disposed of underwater. Team members dive to the ordnance and decide what measures are needed to disarm or destroy it. When mines are discovered, it may





be more important to make them safe instead of detonating them for valuable intelligence gathering. But often an underwater mine is prepared for a controlled detonation. After careful arrangements, the area is cleared, the mine detonated and a 200-foot geyser rises in the air. Then the EOD team can rest easy: A once deadly mine that could send a ship to Davey Jones' locker — and sailors to their deaths — is destroyed. It's all in a day's work.

"You get a real feeling of accom-

**Top:** An EOD diver uses a Mk 10 ordnance locator to detect a mine. **Above:** Divers practice silent-water entry tactics to avoid detection by acoustic mines. **Right:** Another mine neutralized by EOD.

plishment," said LTJG Jim McDonald. "That's what I like about this job. At the end of the day, you can see what you've done." □

*Winter is assigned to Public Affairs Office, Commander in Chief, U.S. Pacific Fleet.*



# Shenandoah serves the fleet

---

*Innovative ideas enhance 6th Fleet readiness.*

---

Story and photos by JO1 Kip Burke

When she's deployed to the U.S. 6th Fleet in the Mediterranean, USS *Shenandoah* (AD 44) normally moves from port to port, with several deployed ships waiting in each port for two week's intermediate maintenance availability.

But when world events require that the battle force stay in a forward-deployed position, maintenance just has to wait — or does it?

The 6th Fleet has proved that it doesn't. Full repair and logistics capabilities can go to the battle group, wherever it is.

The announcement of the alleged execution of Marine Lieutenant Colonel William Higgins last summer made necessary an unplanned, month-long operation. National command authority determined that the ships of the 6th Fleet needed to be on call and in position in the Eastern Mediterranean, to be available to implement whatever course of action was needed.

*Shenandoah's* mission during her Med deployment was the same as always — to provide routine maintenance to the deployed ships and to make essential repairs if a major engi-

USS *Shenandoah*, with USS *John King* moored alongside, conducts the first known underway nested-IMAv in the Eastern Mediterranean.





neering problem should develop.

What was different this time was that 6th Fleet ships involved in the crisis had to be in position in the Eastern Med, and couldn't come into port to be provided tender services.

The result was an innovative integration of maintenance and operations which resulted in a forward-deployed battle group staying forward-deployed, and the ships being in better condition to fight at the end of the crisis than at the beginning.

"It allowed us to lean forward without leaning back," said VADM J.D. Williams, Commander 6th Fleet. "Some COs remarked that the ships were in very good material condition when they got under way, but after a month they were in better shape."

Once it became clear that the battle group's forward deployment was going to be lengthy, RADM Richard C. Macke, Commander Task Force 60, placed *Shenandoah* in the center of the battle group. Along with logistics ships USS *Butte* (AE 27), USS *Monongahela* (AO 178) and USS *Sylvania* (AFS 2), the "Butte Bullet Express" was formed.

Each night, the logistics ships would come together near the tender, delivering equipment needing repairs. During the night, a logistics and repair schedule was prepared, taking advantage of the schedule that the battle group logistics commander had published.

Each morning the ships of the Butte Bullet Express would load up from *Shenandoah* and fan out to deliver repaired equipment, much-needed provisions, mail and personnel to the battle force ships.

In this role, *Shenandoah* was the hub of a system that, in three weeks, moved more than a million pounds of cargo and a quarter million pounds of morale-enhancing mail.

"An operation like this generates 50 to 100 people a day in transit," said CAPT Patrick M. Shepherd,

*Shenandoah*'s CO. Usually personnel could be moved the same day they arrived, he said, but if not, *Shenandoah* put them up for the night.

Some of the people-moving was the delivery of highly skilled "fly-away teams" to ships needing their services. One team, for example, included a dentist and dental techni-

---

*"We often woke up to find seven or eight ships clustered around us."*

---

cians with a portable dental chair that was sent to USS *Virginia* (CGN 38).

"They were able to examine the whole crew in two days," Shepherd said, "sending only those in need of dental surgery to *Shenandoah*."

Other fly-away teams repaired electronic equipment, conducted hearing tests, cut hair, provided personnel and disbursing services and filled critical shortages in skilled manning. During August, Shepherd said, *Shenandoah* developed fly-away teams in almost every area of expertise.

As the operations in the Eastern Mediterranean went on, it became apparent that intermediate maintenance availabilities, known as IMAVs, were going to have to be conducted at sea, rather than in port.

CDR Andrew Ott, *Shenandoah*'s repair officer, said that the reasoning that led to the at-sea IMAV was simple.

"The CO and I are very committed to serving ships — to really serving a ship's needs rather than just doing what we have to," Ott said. "We take a tended ship's needs and figure a way to provide them."

*Shenandoah* took on the role of

battle group repair coordinator for the Eastern Med, establishing a staff from within the ship.

"We equipped our staff conference room with a secure radio so they could talk directly with the ships on maintenance matters, and equipped them with computers and message processing capability," Shepherd said.

With a full-time watch, the staff produced daily status reports on personnel, equipment and repairs. They also produced daily feeder messages to the other logistics commanders, telling them what the battle group's requirements were.

Ships would come to *Shenandoah* twice a day, once in the morning to receive workers and material, then return them in the evening. At other times, a ship would loiter in the area all day, transferring workers and equipment by small boat.

Soon the ships of the battle groups learned that they could minimize their off-station time, Shepherd said, by dropping off equipment and returning to station.

"We often woke up ... to find seven or eight ships clustered around us," he said.

The arrangement required that the usual IMAV sequence be shortened.

"We usually get a job package 30 days ahead of an IMAV," Shepherd said. But in this situation a faster turn-around was needed. "We got ships with one day's notice for three days alongside," he said. "We had to accelerate everything by a factor of 10."

One ship, USS *John King* (DDG 3), needed maintenance that required that her steam-generating boilers be shut down, known as "going cold iron." It was a problem that required innovative solutions.

"Add together the constraints of the tender's central location in the battle group and *King*'s need to go cold iron, the only reasonable idea was tying [the ships] together," said



CDR Ott. "It was a logical extension of the underway IMAv."

Innovation was indeed required, since a nested, cold-iron underway IMAv had never been done before. Large marine fenders were needed to keep the destroyer at the proper distance from the tender. Eleven-foot Yokohama fenders, designed for use with submarines, were located at La Maddalena, Sardinia, and delivered to *Shenandoah*. The counterweights, which held the fenders in a vertical position, were removed and the fenders filled with air, allowing them to float horizontally.

After sizing up *King* and considering the variable weather conditions, *Shenandoah*'s CO decided that mooring Chinese fashion — side-by-side with *King*'s stern facing forward, bow tied to *Shenandoah*'s stern — was the best answer. If the weather changed, *King*'s stern could be released at *Shenandoah*'s bow and the destroyer would quickly swing around to a conventional towing position.

The actual mooring was fairly simple.

"We put the fenders over the side, and had *John King* come to an all stop position," Shepherd said. "We put the wind directly on the beam of the *Shenandoah*, with its large sail area, allowing the ship to blow down at one-half to three-quarters of a knot on to the side of *John King*."

Lines forward and aft were used to jockey *John King* into position. The destroyer was secured to the tender, with a towing hawser in place, in 16 minutes. By afternoon, *John King* was on *Shenandoah*'s power, with telephones, steam, water and power connected, and the cold-iron IMAv could begin.

The Chinese-moored ships drifted all day, usually 14 or 15 miles, and *Shenandoah* repositioned them each night. Since they were able to make six to eight knots comfortably, the ships were back in position quickly.



The only problem, Shepherd said, was some chafing around the fenders. The problem was minimized by the use of rubber sheeting and sea water sprayed from six-foot applicators.

The presence of *John King* had little impact on the Butte Bullet Express. *Shenandoah* was able to conduct normal flight operations and provide services to other ships without difficulty.

Workers could walk directly across a brow to *John King*, and material could be staged on *Shenandoah*'s flight deck for easy transfer by crane.

*Shenandoah*'s CO said that the tender was able to perform as much, if not more, of the needed repair work on *John King* — and they did it in five days, instead of the usual two weeks.

"We had two totally captive audiences, and both crews were intent on getting the work done," said Shepherd. "We worked shifts around the clock."

In hot washdown sessions after the operation, the consensus of the participants was that open-ocean battle group repair was a viable option should contingencies require it.

**As *John King* and *Shenandoah* separate after the IMAv, the 11-foot Yokohama fenders continue to help separate the two ships.**

In considering lessons learned, Shepherd said, a single dedicated H-46 helo, based on the tender, would increase the tender's efficiency by 25 percent.

In addition, cold-iron nested-IMAvs for larger ships could be accomplished using a combination of 50-foot workboats and fenders for adequate clearance.

Further training in this new capability is necessary, Shepherd said.

"We've proved it's a workable concept, but we'll lose it unless we make it part of battle group training," he said.

Ultimately, he said, the forward-deployed battle repair capability has enhanced the battle group's sustainability — and that makes it a significant force multiplier. □

*Burke is assigned to the 6th Fleet Public Affairs Office.*



# The 'Wright' stuff

Story by ENS Lynn M. Adam

On the basketball court, he was known as "Sir Jamalot." In the air, his intense motivation has been rooted in a lifelong commitment "to do something I can be proud of."

ENS Gerry Wright, a student naval aviator at Training Squadron 6 at Naval Air Station Whiting Field, Fla., has chosen naval aviation's "Wings of Gold" over the financial fortunes of professional basketball.

More than two years ago, Wright was working his basketball magic at the University of Iowa, helping lead the "Hawkeyes" to three straight National Collegiate Athletic Association tournament appearances, miss-

Below: Hawkeye center Gerry Wright drives in for a layup against Wisconsin. Below right: ENS Wright sits in the cockpit of a Navy T-34C training aircraft.



Photo courtesy of University of Iowa

ing the "Final Four" by one game in 1987. As a senior, Wright, who was named a "Sporting News" All American, helped lead Iowa to a three-year overall record of 71-28 and was drafted by the Detroit Pistons.

Instead of earning big pay in the NBA, however, Wright chose to work magic of a different sort. Today, he's learning to fly without a basketball. In the long-term, he hopes to fly Navy helicopters or P-3s.

Despite being Iowa's third best career shot blocker (73) and seventh best in career steals (86), Wright said, "Basketball doesn't impress me as much as aviation."

A few months after graduating, Wright, a resident of San Bernardino, Calif., was playing professional basketball in Peru. He received a call from a U.S. Navy recruiter. He was offered a direct commission after it was learned he had seven weeks of Marine Corps officer training.

Wright jumped at the opportunity. "They knew I wanted aviation," he said.

The former Iowa center chose the life of a naval aviator so he could "do something to influence young people. I couldn't make that impact as a basketball player."

Wright showed he had the "right

stuff" to influence people when he lectured at grade schools about the dangers of drug and alcohol abuse. Not only was he informing young people, Wright was earning conference honors and the Bucky O'Connor Scholarship Award for sportsmanship and athletic achievement.

Today, Wright still shows he has the right stuff for the Navy and for the community in which he lives. In his spare time, the 6-foot-6 student naval aviator is preparing to become a volunteer guidance counselor for local high school athletes in the Milton and Pensacola communities, located in the northwest section of Florida.

For a naval aviator, the airstrip leading to the skies is rugged. Multi-engine pilot training lasts 60 weeks. Helicopter training takes 55 weeks. But aviators must also be able to make it academically, studying aerodynamics, meteorology and navigation while at the same time learning to fly.

Wright said he has been interested in the military all of his life. "It's because of the intense pride my father had while in uniform," Wright said. His father retired after 25 years in the Air Force as a master sergeant.

"My parents support me," he said. Although neither saw him play more than a few college basketball games, they both attended his college graduation. "That was very significant to them," he said.

When asked if he regrets his career decision, Wright said, "Regret? No. Miss the paycheck? Yes. Let's face it, ensigns don't make six-figure salaries." □



Photo by PH1 Bob Sanders

Adam is assigned to Training Squadron 6, Pensacola, Fla.



# Safety at sea

*Navy surveyors identify potentially dangerous shipboard practices, protect surface sailors.*



Photo by JCI Melissa Lefler

"It is important to note that the overall safety record of the Navy has been steadily improving throughout the '80s," said Chief of Naval Operations, ADM Carlisle A.H. Trost, in testimony before the Senate Armed Services Committee last November.

"Operational-related deaths for [1989]," the CNO continued, "excluding the tragedy on *Iowa* [BB 61], are the lowest in the last five years."

In each accident, the Navy conducts exhaustive investigations into the cause, with the intention of preventing it from happening again.

"Operating warships and high performance aircraft in the unpredictable and unforgiving environment at sea carry a substantially higher level of risk than most occupations," Trost testified.

So while the Navy's overall safety record in 1989 was excellent — it wasn't perfect.

Accidents can be caused by machinery failure or errors by personnel, but many of them are preventable, according to CAPT Pete Glasier, a safety expert at the Naval Safety Center in Norfolk.

Glasier, former skipper of USS *Glover* (FF 1098), is now head of the Navy's only surface ship safety survey team. He reaffirms the precept

GSCS Rogers, engineering surveyor, checks the condition of a frigate's gas turbine low pressure air compressors, condensers and flexible hoses for excessive wear.





USS *Acadia* (AD 42) sailors ensure emergency equipment aboard the ready lifeboat is properly stowed.

recalled by Senior Chief Engineman David Williamson, a surface ship's engineering space surveyor, "The ship's engineer took [the discrepancy] so seriously he was on the phone to the contractor while I was still pointing it out. By the time we were ready to debrief the captain, the discrepancy was, in fact, fixed," Williamson said. "Before we left the ship, we were taken back down to the space, shown what the engineers had done and asked if the repairs were correct."

Major problems aside, causes for the many common, minor discrepancies the team finds on virtually every ship are not caused by lack of money or manpower, but by improper work habits, lack of experience or common sense.

According to Williamson, with enough training by knowledgeable petty officers, a common young person's attitude — that nothing can hurt them, that they are young and will live forever — can be overcome.

"Often there seems to be an attitude of, 'Well, it didn't cause a problem yesterday....' You don't even recognize it as a hazard any more — it's now normal working conditions," said another engineering surveyor, Senior Chief Gas Turbine Systems Technician Ralph Rogers.

"Another place the safety center's team of experts can assist," said CDR Glenn Allen, deputy director of the surface ship directorate, "is in helping a ship prepare for inspection." It is the best and most frequent reason his team is asked to look over a ship. Four to six months before a shipyard overhaul or when a new commanding officer reports aboard, are also excellent times to plan a safety survey, he added.

Mishap investigations are another service Glasier's department offers

that going to sea is dangerous. Yet, he believes that if safety regulations are followed, lives can be saved.

In November 1989, the Navy's top leadership staged an unprecedented fleetwide 48-hour safety stand down. Afterward, in a message to the Navy's leadership, the CNO said, "It is my firm personal belief that in peacetime there is no commitment worth meeting or operation worth conducting that justifies a compromise of procedures and practices necessary to ensure safety."

Glasier's experiences bolster the theory in the message with facts. His crew of 11 Norfolk-based Navy officers and enlisted men all wear the Navy surface-warfare specialty insignia. They spend their days — at the invitation of ships' commanding officers — examining corners and voids aboard U.S. Navy surface ships around the world, seeking safety hazards, listing the safety problems they discover and recommending ways to eliminate them.

Undiscovered safety hazards can be tragic.

"To lose someone at sea is the worst possible thing that can happen in peacetime," said Glasier. "The COs have to get involved — I'm really concerned that we will 'can do' ourselves out of business. There is

only so much more we can do with less. Although they hate to say it, COs have to learn to say, 'I lack the resources to do more.'"

Safety team surveys are voluntary and give ships' COs a chance to have the experts take a look at their ships' safety status. The survey team's report is privileged information for the captain's eyes only. The team's findings have never been made public or reported to seniors. Glasier is a strong advocate of this "invitation only, strictly confidential" method of operating for his team.

"We are one of the last of the 'freebies,'" he said. "We have worked hard to keep our 'white hat' image spotless."

It would be hard to hide anything from these knowledgeable surveyors — most of them have at least 20 years of naval service when they report to the team. Dressed in scarlet jumpsuits and matching ballcaps, the surveyors prowl the ship's compartments, multi-paged checklists of hundreds of safety specifications in hand.

Team members report that without exception, COs want very much to hear the team's findings and are anxious to set their suggestions in motion — sometimes even before the team leaves the ship. In one instance,

Photo by PH1 Mike Flynn



# Safety at sea



Left: Safety is the first order of business for all sailors, whether ashore or afloat. Below: BMCS Campbell emphasizes the proper positioning of line around the bitts.



Photo by PHC Chet King

commanding officers of surface ships. Like the safety surveys, the mishap investigation is at the CO's request, and the results are strictly confidential — for CO's eyes only.

"We'd like to be invited to do more mishap investigations," Glasier continued. "We don't assess blame or establish accountability. Our purpose is to discover why something happened, the lesson learned and to get the word to the fleet fast."

One ship's captain who is sold on the value of the survey team is LCDR Gary Hithon, commanding officer of the minesweeper USS *Illusive* (MSO 448). Hithon invited the survey team to come aboard about four months before a major Board of Inspection and Survey.

"Periodically, you ought to have another set of eyes come to look at your ship, to update you, and to make sure you are looking at things from the proper perspective," Hithon said. "They are the experts. They look at your entire ship, and tell you about all the new programs."

Hithon believes the men assigned to *Illusive* are more safety conscious since the team visited. "We have a much better safety program," he continued. "I feel certain that without them, it would have taken more time

to recognize the problems. There is a better focus on safety. The sailors now recognize an unsafe situation faster."

*Illusive* was one of seven ships surveyed in November when four members of the safety center team traveled to Charleston, S.C. In January, about half of the team flew to California and Hawaii, where they surveyed 10 ships, one per day. Many team members have found to their surprise that although being on the safety survey team is regular shore duty, they are on the road, away from home, almost as much as when they were aboard ship. Senior Chief Boatswain's Mate Michael Campbell, deck seamanship surveyor, reports that he has surveyed 142 ships and spent 247 days on the road in his two years on the team.

Even with this arduous agenda, the team can't survey all the ships in the Navy as often as the safety center would like. CDR Allen said that with his current manpower of nine to 11 surveyors, his team can survey only 125 ships a year. With almost 400 ships eligible for his assistance, including aircraft carriers, it would take three years or more for the survey team to get to every ship.

"Our service is popular — we

always have plenty of requests," Allen said. Asking for the services of the survey team is voluntary, and plenty of COs take advantage of the assistance it can offer.

"During the actual [safety] stand down, all our phone lines rang continuously, which is a little unusual, but we've certainly never been like the Maytag repairman here," GSCS Rogers agreed.

When the survey team is aboard ship, they are accompanied by safety officers or safety petty officers from each division. Often they hear that more money would eliminate some of the hazards. "There isn't always enough money to fix everything our team has recommended," Campbell said.

Rogers agreed with Campbell, but only to a certain point. "There are plenty of times when the money is there, but there's difficulty getting parts," he said. "I have been through it on my ship. It is a very real problem, but it's not *always* the problem."



We all have to operate within a budget."

Rogers cites some positive trends in safety aboard ships, including eye-wash stations and electrical tag-out procedures. He feels that sailors' attitudes have changed.

"I look around and in the compartments where sailors use hazardous chemicals, like the engineering spaces, the photo labs and the sick bay, I see at least one eye-wash station where, a few years ago, there weren't any," Rogers said. "Also, 10 to 15 years ago, electrical tag-outs consisted of any torn piece of paper with 'danger' scrawled on it in pencil, stuck up on the equipment. Now, I never see that. Moreover, ships have a very good system of logging their tags in and out."

Glasier and Allen agree with the Chief of Naval Operations that the commanding officers are the keys that unlock safe attitudes aboard the fleet's ships.

"The CO sets the tone," Allen said. "The officers and chiefs can figure out right off the bat if their talk about safety is meeting with a warm or frigid reception. The CO has to establish the climate in which people aren't going to get burned if they bring this stuff up."

"I guess my greatest hope" Allen continued, "is that COs will always ask themselves not 'Can I do this?' but 'Is there any possibility that if I do this, someone will be hurt?'"

Allen and his team members agree, almost without exception, that their experiences surveying ships for dan-

gerous situations and conducting accident mishap investigations have changed forever the way they will think about safety on board ship.

The bottom line for the Naval Safety Center is to positively contribute to safe, effective fleet and aviation operations while preserving the Navy's most valuable asset — you. □

*Commanding officers who would like to schedule a visit by the surface ship safety survey team can call Autovon 564-6033 or commercial (804) 444-6033.*

**Proper safety precautions during Special Sea and Anchor Detail could mean the difference between life and death if proper safety rules aren't observed.**



Photo by PH1(AC) Scott M. Allen





# *PacEx '89*

---

*Active, Reserve sailors team up as never before.*

---

Story by JOC Robin Barnette, photos by JO1 Al Holston Jr.

Training exercises are the Navy's lifeblood. They take place constantly and can be as simple as a single aircraft on a reconnaissance mission to as complex as ... well, as *Pacific Exercise '89*.

"The largest U.S. military exercise since [the war in] Korea was under way with the *PacEx '89* maritime exercise," said CAPT H.E. Bailey, Commander Surface Squadron 1, one of many units to take part in *PacEx* from August to October 1989.

Units participating included, at various times, four different aircraft carrier battle groups, one battleship battle group, two amphibious ready groups with embarked Marine expeditionary units, an underway replenishment group and Maritime Prepositioning Ships. Many Navy and Marine aircraft squadrons also took part in *PacEx*, as well as elements of the Army, Air Force and Coast Guard.

Perhaps one of the most innovative aspects of *PacEx '89* was the exten-

sive involvement of the Naval Reserve.

"It was particularly interesting that the Naval Reserve Force ships participated as a squadron for the first time ever," Bailey said. "*PacEx* was an exercise involving three-quarters of the Pacific Fleet, and it was designed to test the readiness of both the active and reserve Navy."

More than 700 reservists got invaluable training at sea in a high-tempo war scenario, according to Bailey.

"Before [*PacEx '89*], my experience with the Naval Reserve Force over the last 15 years was that the Reserves never deployed," he said. "So *PacEx* was a great opportunity to be involved in Western Pacific fleet operations." Nine out of 10 West Coast NRF frigates took part in the huge training exercise that took the Navy north from California to the Aleutians and Adak, Alaska; four of the nine continued west to Japan and

Korea, then to Pearl Harbor and back to Long Beach, Calif.

A wide range of activities served to train sailors involved in *PacEx '89*, some planned and some unplanned.

One planned exercise was based on the mine explosion that damaged USS *Samuel B. Roberts* (FFG 58). The crew of USS *Mahlon S. Tisdale* (FFG 27) was called to general quarters in a drill to practice damage control and firefighting. The ship's engines and diesel generators were simulated out of commission. The exercise tested salvage aspects and considerations in a wartime scenario. The battle damage repair exercise was one of many drills testing the forward repair and recovery of damaged ships.

In the "unplanned exercise" category was the rescue of crewmen from the Korean freighter *Pan Dynasty*. Four NRF frigates responded to search and rescue tasking by Commander 3rd Fleet on Oct. 4. The freighter was taking on water at a





Opposite page: Naval Reserve Force frigates from Surface Squadron 1 under way as *PacEx '89* begins. Left: *Seasprite* helos hoist a crewman from the sinking Korean tanker *Pan Dynasty*. Below: Sailors paint a Korean orphanage.

rapid rate and was in danger of sinking. All the Korean crew members were successfully rescued by helicopters from helo detachments of *Tisdale* and USS *Wadsworth* (FFG 9), while USS *Duncan* (FFG 10) and USS *Lewis B. Puller* (FFG 23) served as plane guards.

Reservists appreciated the training opportunities of *PacEx '89*.

"It allowed me to become qualified on the ship's missile system, which was new to me," said Gunner's Mate 1st Class Mike Murphy, a reservist from Fargo, N.D. "I put in extra time to get the maximum amount of training that I could."

Meanwhile, Navy men aboard USS *Constellation* (CV 64), operating in the Northern Pacific, faced rough seas, bitter winds and freezing sleet while working on the flight deck.

Maintenance crews of Strike Fighter Squadron 25, deployed with *Constellation*, found that the cold was a potentially deadly enemy. The sleet and winds sapped the strength of people on deck because of the extra energy used to stay warm. For Aviation Machinist's Mate 1st Class Mike Tovar, the line leading petty officer, watching for signs of fatigue in his people was a priority throughout *PacEx*.

"If fatigue causes a lapse in alertness, it could kill somebody on the flight deck," he explained.

Safety was a top concern, and at

times conditions were so bad that "Connie's" CO determined it was too hazardous to have anyone on deck. All personnel were ordered below decks and air operations halted until the weather improved.

*PacEx '89* wasn't all work and no play — liberty call in Sasebo, Japan, gave many sailors a well-deserved break.

"Liberty in Sasebo was fantastic!" exclaimed Ship's Serviceman 3rd Class Jim Sommerfelt, a reservist from Greenfield, Wis. This port call was his first visit to the Orient.

The exercise was also a chance for sailors to lend helping hands to some needy children in the Republic of South Korea. A working party of 41 sailors, both active and Reserve, from *Lewis B. Puller*, *Duncan*, *Mahlon S. Tisdale* and *Wadsworth* painted two orphanages.

"Having the Navy volunteers paint has saved us [about \$1,600] — money we don't have," said an orphanage director. "I'm glad all of these guys gave their time to help paint. It's time they could have spent on liberty having fun."

"These kids deserve a little help," said Engineman 1st Class Ronald Reuter, "and I think this was a great opportunity for us to lend a helping hand."

"Opportunity" might just sum up what *PacEx '89* was all about. The vast scope of *Pacific Exercise '89* —



approximately 80,000 personnel participated — makes it impossible to provide a comprehensive account of the exercise.

However, it was at the very least an opportunity for many Naval Reservists to deploy on a WestPac cruise for the first time; an opportunity for large numbers of active-duty and Reserve sailors to work together; an opportunity to face new challenges, see new lands, meet new people.

In fact, it was more than opportunity — it was opportunity *seized and realized* to make the U.S. Navy more combat ready than ever before. □

*Barnette is editor of All Hands. Contributors to this story: JO1 Al Holston Jr. and CDR Mike Lafleur, Surface Squadron 1, San Francisco, and LT T.J. Roorda, VFA 25.*



# Supply and demand

---

*New logistics concepts  
tested during PacEx.*

---

Story by LCDR Norris Jones

"My fundamental philosophy is that tactics have to drive logistics," said RADM John W. Bitoff, Commander Task Force 33. "An operator should not have to worry about where his fuel, food, repair parts and ammunition are coming from — that's our job."

And that's exactly the job that CTF 33 performed during *Pacific Exercise '89*.

One of the primary objectives of *PacEx* was to test logistics capabilities — stress the supply system to its limits and see where it would break.

CTF 33 was responsible for establishing a supply channel stretching from Seattle to the remote Aleutian Islands, 1,800 miles to the northwest.

New concepts in logistics were tested and proven successful during *PacEx*. One of those concepts was the Advance Logistics Support Base. The ALSB was used to track and deliver emergency repair parts, cargo, mail and people to *PacEx '89* participants in the northern Pacific, including three aircraft carrier battle groups, one battleship battle group and an amphibious ready group.

The ALSB was manned around the clock by active and Reserve personnel. Mobile air cargo terminals and logistics detachments were established at McChord Air Force Base near Tacoma, Wash., and in Kodiak, Cold Bay and Amchitka, Alaska. Aircraft used to transport supplies during the exercise included C-9s, C-2s, helicopters and C-130s.

"Our challenge," explained Bitoff, "was to create an air-supply route from [the continental] United States through the Aleutians and make it work."

The reservists who manned the air cargo terminals were enthusiastic about the mission.

Naval Air Logistics Office coordinated the operational support aircraft with a flight scheduling computer system, keeping track of the various requests and the priorities of each.

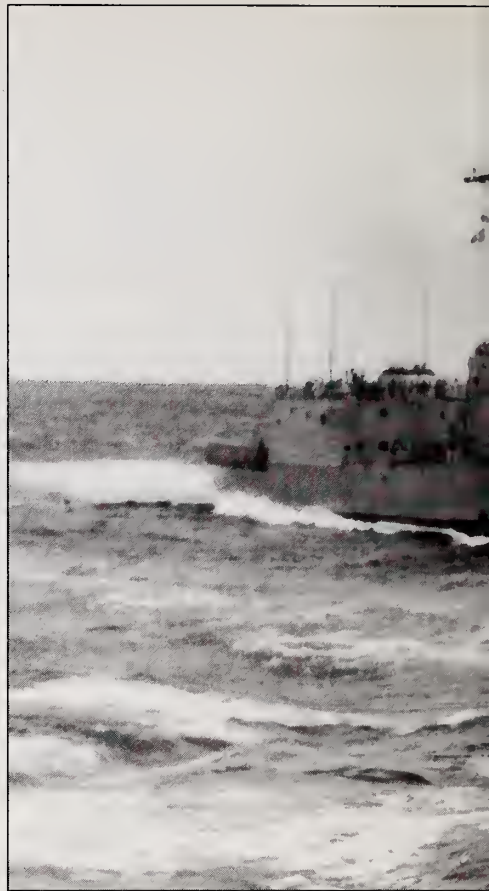
"When we started planning for *PacEx* a year and a half ago," said LCDR Dan Drake, officer in charge of the NALO Det, "we anticipated a maximum of 60,000 pounds of cargo and personnel daily." That's about what one C-141 can transport. "We

handled considerably more requests than I originally thought possible and, fortunately, the computer system we were using had the flexibility to handle that extra demand."

Another new logistics concept involved communications. Support facilities were not available at the Alaskan sites and message communication throughout the fleet was overloaded. To handle supply needs, new ways to communicate were tested to reduce or eliminate resupply requisition messages during a war-time environment — air mail computer disks, combat menu and push replenishment.

For example, USS *Constellation* (CV 64) put a resupply requisition on a computer disk and had the daily carrier-on-board-delivery flight take it to the air logistics detachment at Cold Bay, Alaska. From there, it was sent by telephone modem to the NALO at Naval Supply Center Puget Sound, Wash., and the material was issued.

Another new idea tested during *PacEx* involved use of the "combat menu." Although sailors feared







Left: ComSurfRon frigates perform underway replenishment in the Western Pacific during *PacEx '89*. Below: A CH-46 hoists a load for vertical replenishment from Helicopter Combat Support Squadron 11 off USS *Flint* (AE 32).



U.S. Navy photo

Photo by JO1 Al Holston Jr.

they'd be eating "Meals Ready to Eat" and hard tack for two months, they were pleasantly surprised to see that they had three hot meals each day, including fresh eggs for breakfast, cheeseburgers and soup for lunch and baked ham for dinner.

"The meals were designed to be low-labor intensive in preparation," Bitoff said, "easy to clean up afterward, and higher in caloric intake for the colder operating environment."

*PacEx's* combat menu was set up on a 10-day cycle, offering different entrees each day. All personnel in the battle force were served the same meals. That made it possible to calculate how much food was consumed based on each ship's complement. Supply personnel scheduled the next replenishment knowing exactly what items would be required without the need of message confirmation.

This concept can be extended to most consumable items on a ship, according to Bitoff, and that this is how the "push system" works. For example, the push system could also be an asset for battle damage repair. In addition to the supplemental com-

bat load that tenders would be carrying in a war-time environment, they would also carry other materials — such as deck plating, cable and pipe — pre-positioned in a forward area.

To test the procedure, supplies were barged to a logistics detachment in Dutch Harbor, Alaska. The 23 vans of cargo were commercially unloaded, picked up by the combat stores ship USS *Mars* (AFS 1) and delivered to the fleet.

In training exercises, to get repairs started expeditiously, a seven-person battle damage assessment team was sent to a ship — a hull technician, damage controlman, fire control technician, electrician's mate, machinist's mate, boiler technician and a hospital corpsman. Arriving on board shortly after an "emergency" was stabilized, the team evaluated what repairs and parts were needed. Damage was documented with a video camera and the tape taken to the tender for viewing by repair personnel before the ship arrived.

Another new logistics concept tested during *PacEx '89* was the Navy Emergency Air Cargo Delivery Sys-

tem. In one case, high priority repair parts were air dropped from an Air Force C-141. The 1,400-pound package was flown to the battle group while it was steaming 200 miles off shore. The package was dropped from a height of 500 feet and recovered by USS *Wabash* (AOR 5).

Many new techniques in battle support were verified as workable as a result of *PacEx '89*. Analysts will study the many reports written about the exercise to assess the methods used to provide logistic support to battle groups.

"The job [of supply and logistics] may not appear to be as glamorous as pulling the trigger, like 'Top Gun,'" said Bitoff, "but it certainly is the linchpin in most cases and always has been." □

*Jones is a reservist assigned to Commander, Logistics Group 1.*





# USS Chancellorsville

*Ship named for Civil War battle  
makes new home in San Diego.*

Story and photos by PH2 Dante DeAngelis

When the newly-commissioned guided-missile cruiser USS *Chancellorsville* (CG 62) sailed into San Diego harbor last fall, the sailors manning the rails got their first glimpse of their new home port from a magnificent vantage point.

They also got a warm welcome from their new Southern California home town. Distinguished visitors, including VADM Robert Kihune, Commander Naval Surface Force, U.S. Pacific Fleet, and Coronado, Calif., Mayor Mary Herron were flown aboard to welcome the ship to the West Coast. A barrage of media arrived to make sure *Chancellors-*

*ville's* arrival didn't go unnoticed. By 11 a.m., the ship had made her way through the bay and moored alongside the pier. Eager families rushed aboard to greet their loved ones.

The new ship — the 16th *Ticonderoga*-class, guided missile *Aegis* cruiser — is named for a Civil War battle. Twenty-nine thousand Northern and Southern soldiers died in the 1863 battle of Chancellorsville on the banks of the Rappahannock and Rapidan Rivers in Northern Virginia, near Fredericksburg.

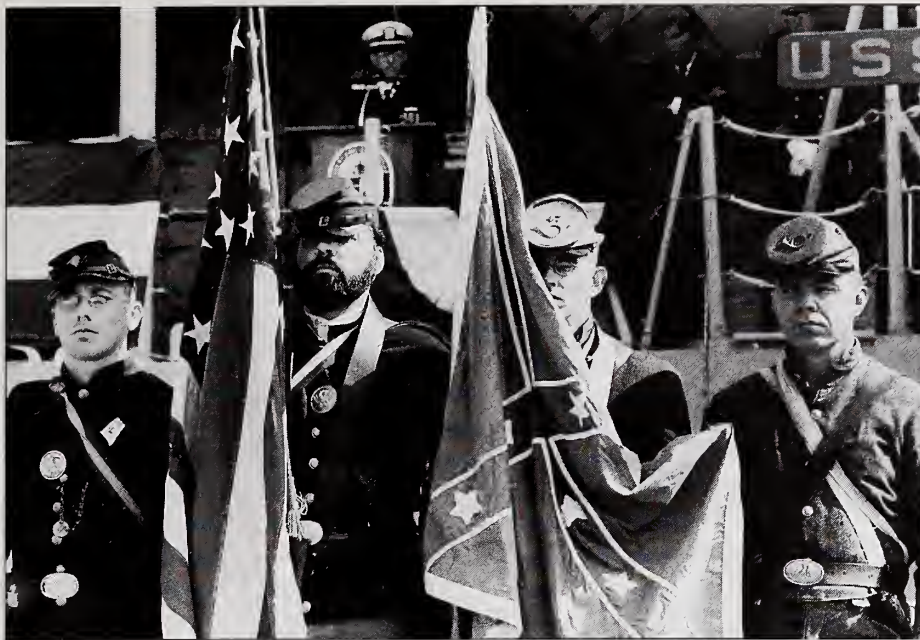
Although historians consider the battle a victory for the Confederacy, it cost the South the lives of 12,000

soldiers, including that of General T.J. "Stonewall" Jackson. *Chancellorsville's* motto, "Press On," echoes General Jackson's favorite words of encouragement to his troops.

With so much history behind her name, it's not surprising that the ship and her commissioning aroused ardent support from the citizens of Fredericksburg. A large model of the ship will be on permanent display at the visitors' center in the battlefield park.

The commissioning committee, made up of citizens of Fredericksburg, raised \$75,000 to buy each of the crew members a memento of





Opposite page: USS *Chancellorsville* at sea. Left: *Chancellorsville*'s Civil War roots show in the parading of the colors by a Confederate-style color guard. Below: The ship comes to life after orders are read during the commissioning ceremony.

hand-crafted oak planks with a mounted bronze medallion of the ship's crest. Additionally, each "plank owner" received a small cedar chest of Fredericksburg souvenirs including a Civil War-era Minié ball from the *Chancellorsville* battle.

The modern weapons carried by the 567-foot cruiser — *Aegis* weapons and electronics — are the most sophisticated and accurate ever to see U.S. naval service. These weapons wrap *Chancellorsville* into a tight package of anti-air, land, surface and subsurface warfare. Streamlined and sleek, the cruiser is powerful, with four gas turbine jet engines, each of which supplies 80,000 shaft horsepower to her twin reversible screws. She is also fast, cruising at speeds of more than 30 knots.

At the ship's commissioning ceremony at Ingalls Shipbuilding in Pascagoula, Miss., an order by CAPT Gordon H. Rheinstrom brought 9,800 tons of inanimate steel and aluminum to life.

"I've been waiting 35 months for this day," Rheinstrom said. "Besides my family, this ship is my life. I'd be the last one to say I've done it by myself, it takes an entire crew. I couldn't have done it without them."

The following day, shipyard workers who toiled for three years to build the ship and Navy family members, gathered to bid *Chancellorsville*



farewell as the ship made preparations to leave her first home and sail for San Diego. In the few precious moments before departure, family members exchanged embraces with their sailors before watching the ship set sail into the rainy morning.

Daily, during her transit from the Atlantic to the Pacific, the ship's company held firefighting and damage control drills.

Along with training, the ship's captain and executive officer believe that cleanliness plays an important role in the ultimate success of a ship.

"The finest sailors in the world deserve to live in cleanliness — it's an intangible asset," said LCDR Scott Lustig, *Chancellorsville*'s XO. "There are plenty of good ships that are dirty, but the great ones are the clean ones." The meticulous Lustig per-

forms berthing and messing inspections with a white glove touch.

A few days before pulling into San Diego Harbor, hot dogs and hamburgers were the bill of fare for a steel beach picnic in the sun. Then the big day came and *Chancellorsville* was welcomed by crew members' families and the San Diego community.

Named for a battle fought nearly 130 years ago and 3,000 miles away, USS *Chancellorsville* brought a small part of the East Coast to the West.

Although the operational schedule for the newest *Aegis* cruiser is sure to be intense, the crew and families of *Chancellorsville* will certainly enjoy the many sunny California days ahead. □

*DeAngelis is assigned to Navy Public Affairs Center, Norfolk.*



## Spotlight on Excellence

# 'Doc' earns SWO

Story by JO2 Scott A. Thornbloom

He belonged to a Massachusetts fire department emergency medical team and wanted more, so he became a doctor. As a doctor he wanted adventure, so he joined the Navy. As a medical officer aboard USS *Missouri* (BB 63), LT (Dr.) Murray Norcross strove to be a complete naval officer, so he earned the Surface Warfare Officer designation.

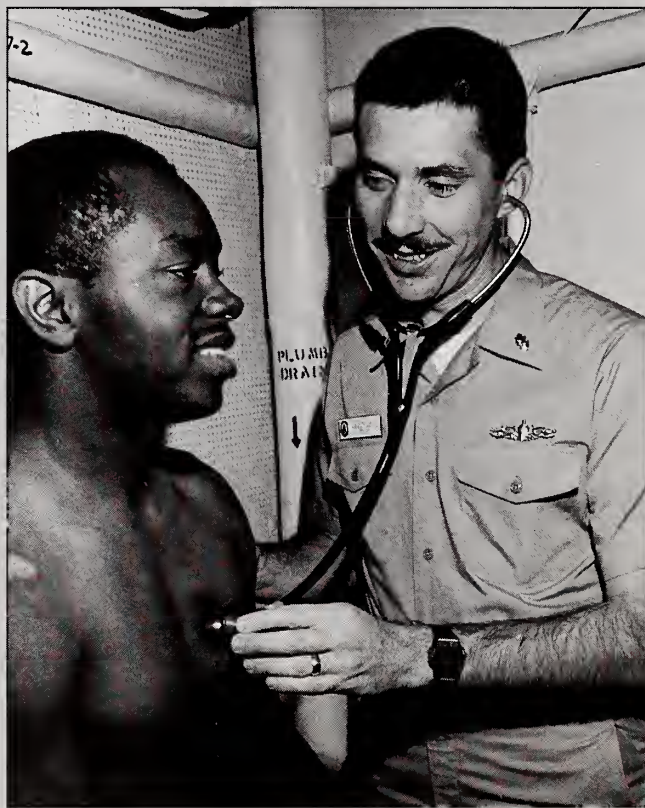
It's rare for medical officers to earn the SWO pin.

"Originally this was a challenge to the hospital corpsmen," said the 28-year-old North Adams, Mass., native. "I told them that if they started working on their Enlisted Surface Warfare Specialist qualifications, I would work on passing my SWO qualifications."

The work that goes into showing competency in shipboard matters is extensive and can be difficult even for unrestricted line officers who are required to have the designation. For someone who isn't required to earn it, and already has an extremely full schedule working in the medical department, qualifying can be a monumental task.

Earning the coveted gold crossed swords and bow wave insignia means you have an in-depth understanding and working knowledge of what a Navy ship can do and how it does it. That knowledge and understanding cover a wide range of shipboard areas from navigation to propulsion and damage control to weapons systems.

"I was amazed that he could do it," said CDR (Dr.) Michael Logue, medical department head of the battleship homeported in Long Beach, Calif. "I have never worked with anyone who has so much boundless energy to complete not only his daily duties, but also the qualifications. In my 12 years in the Navy I have only met a



Dr. Norcross sells the Navy's ESWS program as he checks a *Missouri* sailor's heartbeat.

handful of SWO-qualified medical officers, and usually they had their qualifications before they became medical officers."

Norcross completed most sections of the SWO manual during off-duty hours. It took him about a year.

"Finding time to work on my qualifications was the most difficult," he said. "I had to use many late nights to stand watches on the bridge, in the Combat Engagement Center and in engineering."

Norcross said that a number of officers and crew members helped him reach his goal by offering advice and guidance.

"We shared and helped each other with a lot of similar qualification items," said Chief Hospital Corpsman (SW) John Burke, who completed ESWS qualifications

while Norcross worked on his SWO pin.

"I was given the opportunity to take the 'conn' during *Pacific Exercise '89* replenishment exercises, which was exciting," said Norcross.

"I feel that being a better qualified naval officer will help me be a better naval medical officer," he said. "It will also help me understand how and why different injuries happen to fleet personnel."

Norcross's next goal is to become a board-certified family practitioner at his next duty assignment, Naval Hospital, Charleston, S.C., then one day a naval hospital commanding officer. And who knows? He may someday be "Dr. Murray Norcross, Navy Surgeon General" — surface warfare qualified, of course. □

Thornbloom is assigned to Public Affairs Office, USS *Missouri* (BB 63).



# Bearings

## Sailor makes *Kennedy* office doors into works of art

A crushing bolt of lightning rips the blackened skies. The setting sun seems to take all hope with it as it sinks into an eerie sea. Then, as life appears to ebb, a Helicopter Anti-submarine Squadron 7 helo hovers boldly in the eye of the storm, with a strong set of golden wings and manned by a fearless crew. Fate itself rests in the hands of the heroic crew.

This is the scene depicted in an airbrush design, destined to be exhibited outside HS 7's flight operations office. The artist is Illustrator-Draftsman 2nd Class (AW) Juan C. Gonzalez, who works for the Carrier Intelligence Center on board USS *John F. Kennedy* (CV 67). The exhibition area is not the HS 7 art gallery, but rather, office doors.

"Door-sign art work and illustrations are part of our trade," said Gonzalez. "It lets us be freelance artists

while working for the Navy."

Door art, like most forms of art, requires patience, creativity and constant experimentation. The process is long and tedious, with some doors taking up to six months to complete.

"The first thing I do when I accept a job request is the basic layout," Gonzalez said. "When it's approved, I take the original sketch and make it larger, then transfer it to an art board where I'll do the actual work.

"The next step is to cover the sketch with a special film called 'friskit,'" he said, "which I use to cut out all the little shapes and details."

Gonzalez then applies the final touches to his showpiece. "I apply all the dark tones first and then continue with all the other color toning."

When he's not painting doors on the carrier, he's utilizing computer-generated graphics to develop visual

presentations, which help clarify information the intelligence center presents to the Navy.

"I wish I could do more technical illustration," said Gonzalez. "I really do enjoy the miscellaneous stuff, like door art. But, I better prepare for a challenging career when I have the time to concentrate on the more technical aspects of my rating."

Where door art is concerned, Gonzalez has few, if any, peers. In the stark shipboard atmosphere of white and pea-green color schemes, the well of imagination runs deep at Gonzalez's drafting table. ■

—Story by JO3 Alan D. Day, Public Affairs Office, USS *John F. Kennedy* (CV 67).

DM2(AW) Gonzalez puts the finishing touches on his Helicopter Anti-submarine Squadron 7 door art.



Photo by PH2 Leo Latalewicz



# Bearings

## ***Guadalcanal* warrant officer leads deck department to fitness**

He's not Richard Simmons or Jane Fonda and this is not the "20-Minute Workout."

Three times a week, CWO 3 Jesus E. Larranaga, assigned to the deck department of USS *Guadalcanal* (LPH 7), leads his charges into the hangar bay and puts them through a 45-minute "sweat session."

Sixty "Guad" crewmen lay out their exercise mats and grunt and groan through a workout inspired by a similar program on USS *Dwight D. Eisenhower* (CVN 69) and based on Sea-Air-Land team physical training. Fifty-six of the participants exceed the 22 percent body fat limit and six have failed their physical readiness tests.

"We took the SEAL's program," Larranaga said, "combined it with requirements of the Navy PRT and slanted it toward reducing waistline girth."

Larranaga's barked commands

push the men into driving themselves through the workout. He and Chief Quartermaster (SW) Clinton V. Hill are up front and leading.

"It's mandatory, but it is not a punishment," Larranaga said, "It's to help those in the command who have weight-control problems."

Larranaga learned of the program through his own treatment at Long Beach Naval Hospital, where he was diagnosed as chronically overweight and assigned to a Level 3 weight control program.

"It's funny, you can be really overweight, but not see yourself as fat," Larranaga said. "I never saw myself as obese, until one day when I was at a department store and walked in front of a video camera. I saw myself as other people saw me."

But, losing weight is much more than working out, according to Larranaga's experience. "You have to change your behavior," he said. "You

have to watch what you eat and change the way you eat.

"We're going to bring in the ship's dentist to talk about nutrition and dietary training," he continued, "and we're going to encourage the men to look at themselves as others look at them."

With only two weeks behind them, the *Guadalcanal* workout crew had yet to see noticeable improvement. But "they're hurting less and even starting to look forward to the sessions," Larranaga said.

"In weeks to come we'll be working with the medical department in monitoring our progress and improvement," he continued. "The benefits from losing weight are enormous. The main benefit is to yourself — there's an increase in the feeling of self-worth." ■

—Story by JO2 Matthew Montague, Public Affairs Office, USS *Guadalcanal* (LPH 7).

## **'All the world's a stage' for Whidbey Island lieutenant**

An intelligence officer with the Naval Air Reserve Whidbey Island, Wash., is a murderer — for a few weeks anyway.

LT Chuck Brockway, assigned to Reserve Intelligence Area Coordinator 1, has taken to the stage as "Giles Ralston" in Oak Harbor's Whidbey Playhouse in a production of Agatha Christie's "The Mousetrap." This is his first time acting, but Brockway said he is not a stranger to the stage.

"My entire family, including the dog, does modeling, commercials and have been in theater," said Brockway. He said that he was trying to get the family name recognized in town when he auditioned for this part.

"I had no expectations of getting the part," said Brockway. "I even had a letter made up saying that even though I didn't get the part, I'd like to help out backstage or something."

Things didn't go quite as anticipated for him, though. Out of about 30 men trying out for various parts in the play, Brockway managed to snag a starring role. He plays an owner of the Monkswell Manor Guest House, where the action takes place.

"The director said that when I got up there reading the parts, I didn't appear to have stage fright and that I had control of the situation," Brockway said, adding that most of the other actors in "Mousetrap" have pre-

vious acting experience. "When I showed up at the first rehearsal," he said, "the other actors were already getting rid of their scripts. They were really getting into it. Their good suggestions helped a lot."

Brockway said that because he works in intelligence he's used to addressing groups of people.

Though he has enjoyed the experience on stage, he doesn't expect to pursue more acting in the future. Said Brockway, "It's different up there on stage." ■

—Story by JO3 Damon Hammer, PAO, Naval Air Reserve Whidbey Island, Wash.



## Navy 'traps' local reporters on aircraft carrier's flight deck

Two weeks before the arrival of USS *John F. Kennedy* (CV 67) to Portland, Maine, plans were made to "trap" media representatives from southern Maine.

The reporters and photographers received an emergency brief and later had some time to talk about what they were about to experience. They knew they were about to be trapped (a term used to describe arrested landings aboard aircraft carriers) and during their discussions, it was obvious their emotions were mixed.

Soon, the reporters and photographers were boarding the C-2 *Greyhound*. They tried to cover their tension by exchanging stories about other experiences they'd survived completing other nerve-wrenching

and dangerous assignments.

The aircraft turned sharply to approach the ship and the noise of the landing gear clicking into place rose over the din of the engines. The press representatives dug deeply into their seats and nervously fidgeted with their safety harnesses as they waited for the trap. Then the wheels slammed home, the plane's hook caught the wire cable and the C-2 was trapped with an instantaneous stop aboard *Kennedy*.

Each man removed his cranial helmet and safety goggles and checked to make sure he was in one piece before adding the trap to his list of "war stories."

Upon landing the reporters and photographers were met by enlisted

personnel assigned to several Navy offices throughout Maine. These crew members escorted the press for their overnight stay.

Camera motor drives quickly ran through dozens of rolls of film. For the next 20 hours cameramen and reporters interviewed sailors throughout the ship.

*Kennedy's* CO, CAPT Herbert A. Browne Jr., was on hand to answer questions about the ship, the port visit to Portland and the two Libyan MiGs that were shot down by *Kennedy* F-14s more than a year ago.

As the night wound on, so did the accumulated footage and rolls of film. One of the television crews wandered into the ship's closed-circuit TV station and seemed surprised at the quality of the equipment and the young ages of its operators.

The press photographed the sunrise and followed the sailors through a "normal" day aboard "Big John." A helicopter ferried still photos, copy and video ashore for early morning broadcasts and publications.

Soon *Kennedy* dropped anchor in Portland and the press ate their final meal in the Chief's Mess while the crew prepared utility boats for liberty parties.

Their adventure aboard *Kennedy* was at an end, but the reporters and photographers were still talking a blue streak about the trap as they headed home. ■

—Story and photo by JO2 Ray Thomas, Public Affairs Office, Naval Air Station, Brunswick, Maine.



Hesitant media representatives load their gear aboard the C-2 *Greyhound* set to fly them to their first "trap" on *Kennedy*.



# News Bights

Leadership of sailors throughout the Navy is credited with improving Navywide retention rates and cuts in first-term attrition. Since reducing personnel losses became one of the Navy's top manpower priorities, efforts of sailors in the fleet, in training commands and in school commands to keep more sailors in the Navy have begun to pay off, according to VADM Mike Boorda, Chief of Naval Personnel.

"We've been trying to help more people be successful," Boorda said, "and it's working. The result has been some reductions in attrition — and equally important, an increase in the number of people who are eligible to reenlist."

Last year's first-term reenlistment rates were the highest of the 1980s, and second-term and third-term reenlistments were the highest since 1985. This positive trend is continuing; figures from the first quarter of FY90 are slightly higher than they were at the end of 1989.

"If you add all that up — fewer people failing, less attrition, more people eligible to reenlist and higher reenlistment rates — you have better people, lasting longer and deciding to stay in," Boorda said. "The goal is to keep getting better, to work harder at making people successful and proud to be in the Navy."

\*\*\*

Following her last deployment, USS *New Jersey* (BB 62) returned to her home port in Long Beach, Calif., in February from the Western Pacific and Indian Ocean. The battleship is scheduled to begin a six-month decommissioning process in August to be completed in February 1991.

The 887-foot, 58,000 ton ship, originally commissioned in 1943, was recommissioned in 1982. During her last deployment, the ship hosted more than 20,000 visitors during shipboard tours and other official functions.

\*\*\*

Looking ahead to a swap are aircraft carriers USS *Midway* (CV 41) and USS *Independence* (CV 62). The "Indy" will replace the forward-deployed *Midway* in Yokosuka, Japan, sometime in 1991, according to Secretary of Defense Dick Cheney.

*Independence*, a conventional, *Forrestal*-class carrier, will be assigned on an extended basis to the U.S. 7th Fleet as one of 10 ships in the Overseas Family Residency Program in Yokosuka. Indy's enhanced capabilities and more diverse air wing give her an advantage over *Midway* in power projection ashore and at sea, as

well as in anti-submarine warfare.

Many factors were considered in the decision to replace *Midway* with *Independence*, including operational considerations, Indy's completion of the Service Life Extension Program in August 1987 and the fact that *Midway* is nearing the end of her useful service life. *Midway*, commissioned Sept. 10, 1945, as the lead ship of her class, is expected to be homeported in San Diego, with retirement a possibility in 1991.

\*\*\*

Secretary of the Navy H. Lawrence Garrett III announced that USS *Abraham Lincoln* (CVN 72) will be permanently homeported at Naval Air Station Alameda, Calif.

The change of home ports from Norfolk to Alameda will become effective this fall. *Lincoln* is the Navy's newest *Nimitz*-class aircraft carrier.

\*\*\*

Voting by Navy personnel in primary elections scheduled this year is urged by the Secretary of the Navy. Primaries will be held in all 50 states, as well as in the District of Columbia, Guam and the U.S. Virgin Islands. The general election is scheduled to be held Nov. 6.

"I strongly encourage each and every Navy member to take an active interest in these primaries by ensuring that your vote is cast," the SecNav said.

The Federal Post Card Application is used to register for state primaries and the general election and must be submitted 30 to 45 days before the election. Voting officers must ensure "in-hand" delivery of FPCAs to allow sailors and their eligible family members to register to vote or request an absentee ballot.

\*\*\*

The Navy has announced that USS *Normandy* (CG 60) will change its home port from Norfolk to Naval Station New York, Staten Island, effective Aug. 1.

The announcement allows *Normandy's* 30 officers and 344 enlisted personnel to begin moving their families to Staten Island upon receipt of official change of homeport orders, which may be issued up to six months before the effective date.

*Normandy* is the first of six ships to be based at Naval Station New York. The others will be joining her in the summer of 1991 after deployments or overhauls, including a destroyer, two guided-missile destroyers and two Naval Reserve guided-missile frigates. □



# Mail Buoy

## Long overdue

September 1989 "NavEdTraCom chooses top instructors of the year" (Bearings) made me wonder why a program like this took so long to come about.

I was a Navy instructor from 1981-1984 at NTTCC Corry Station Pensacola. I earned my MTS (Master Training Specialist) recognition within the first year on podium and was handpicked to instruct various senior-level courses of instruction outside my normal "C" school environment. Implementing major changes to curriculum and constructing a workable mock-up UYK-20, which has been used throughout my training community at Corry to this day, did not even merit a Navy Achievement Medal.

Please keep this program going as people need to be recognized for excellence beyond the call! Congratulations to those who were selected.

— CTOC Robert I. Stollon  
NCS Rota, Spain

## Minesweeper preservation

Your article [September 1989] on the new *Avenger*-class minesweepers was well written and most interesting. Well done!

However, before our present MSO-class and MSB-class minesweepers are forever removed from the scene, we ought to extend a "Well Done!" to those who have kept these vessels in good condition, in many cases on arduous deployments, with engines that in any other context would be considered antiques. I am referring particularly (if my count is still correct) to those nine MSOs powered by four Packard V-12 engines and one MSB powered by two Packard V-12 diesel engines.

For those who have a sense of history and appreciate past significant accomplishments and contributions to the national interest, it may be of more than just passing concern to know that we not only have 10 Packard-powered vessels in the Navy still in commission, but that Packard engines powered all our World War II PT boats, all the Navy dirigibles, some earlier Navy aircraft as well as the world famous P51D *Mustang* fighter, and that V-12 Packard diesel marine engines are still being overhauled at the Long Beach Naval Shipyard.

In my considered opinion, the men who crew and maintain these aging but magnificently engineered diesels, and the vessels they propel, are the unsung heroes of the surface Navy — seldom receiving adequate thanks or support — yet always expected to be on the job, especially in going "before" the fleet to clear the way, providing safe passage for larger and more noticeable ships.

Having served during the early '80s in Charleston, S.C., where some of our MSOs are homeported and headquartered, and thus afforded the privilege of seeing this virtually forgotten community of "iron men and wooden ships" in action, I very respectfully urge the editor of *All Hands* to support the preservation of a Packard-powered MSO as a lasting and vivid memorial to all minesweep sailors of the U.S. Navy.

Detroit, in my opinion, would be a logical choice for a permanent memorial site for a Packard-powered MSO preserved as a national treasure, not only because it is a central location for a larger segment of our population, it has a beautiful waterfront historical park, is a fresh-water port (where hull preservation is easier), but as well is the city where all Packard military engines were manufactured.

If Navy personnel, dependents and other interested people are willing to support such a project, would *All Hands* be willing to act as the "official sponsor" of an undertaking as worthwhile as this?

— CDR Robert B. Needham  
Command Chaplain  
USS *Tarawa* (LHA 1)

• *It's not appropriate for All Hands to take on such sponsorship, however worthy the goal. But perhaps your letter will stimulate interest in a preservation and memorial project within the minesweeping community. Any takers! — ed.*

## Shame on you

Regarding JO3 Lindsey's story in the December issue of *All Hands* about the Perry Memorial Ceremony held in Japan, he refers to the U.S. and Japan as "the two Pacific countries." We East Coast and European-based sailors would like him to remember a little thing we

like to call the Atlantic (especially since the United States has considerably more Atlantic Coast line than Pacific). I don't think I've ever heard any U.S. president refer to us as "this great 'Pacific' nation of ours." Of course, Lindsey may have meant the word as an adjective (and a terrible pun). In that case, shame on you *All Hands* for capitalizing it.

Other than that, it was a typically informative and entertaining issue. Keep up the good work.

— CTO2 Frank M. Affleck III  
Keflavik, Iceland

## Groundless grounds

This letter is in response to Mail Bouy, November 1989 ("Unfit brew").

First I would like to address a letter by CTR3 Eric C. Via.

Where do you get off comparing coffee to drugs like cocaine and heroin? Referring to needles, shipments for addicts, drug dealers and overdosing in a letter concerning coffee is not only farfetched, it's childish. You're trying to compare the coffee industry with a drug cartel and it doesn't wash.

You've blindly overlooked the point with your "zero tolerance" chest thumping. Drugs come in two types: harmful and helpful, which is usually a matter of volume consumed. Even your dreaded marijuana has medicinal properties. Coffee, like *any* drug, can be beneficial if consumed properly. You have managed, however, to classify it into the detrimental category. You preach anti-caffeine by way of coffee; yet you didn't bother to mention chocolate or sodas that can contain as much if not more caffeine by volume than coffee. Imagine taking sodas and candy, along with all the other products with "cancer causing substances" out of gedunk shops.

As a matter of fact, let's all stop laying in the sun, stop eating, stop breathing, stop all those things which could be harmful to our health. Get the picture? Humans do things, by force of nature, that are not always healthy but are enjoyable. And, since I enjoy my coffee, and my drinking coffee doesn't harm you, you have no right to sit on your high horse and look down at me or anyone else.



# Mail Buoy

Using your train of thought, not only is caffeine a drug, so is sugar, salt and a host of other items. "But, nevertheless, a drug." Is it really zero tolerance to use sugar (a well-known stimulant)? I think you should focus your narrow-mindedness on enjoying life — you certainly aren't much of an antidrug advocate.

The letter by Guilherme Hopp Freitas was a little closer to the problem. Supposing caffeine is a detrimental drug, should the Navy *promote* its use or not? In my opinion, the article "Cuppa Joe" [July 1989] was a reflection on a Navy tradition over 150 years old as well as a historical presentation, and was in no way a promotional for coffee consumption. And even if it was promoting coffee, where do we draw the line between promoting and not promoting such items? Is it that much of a health risk? Does it harm individuals other than the person consuming it? These are some of the questions we have to ask before we incorporate caffeine into urinalysis tests.

The solution "of promote or not promote" is a tough one as coffee is both socially acceptable and widely used. In such articles, perhaps mention of the effects of *overconsumption* might be noteworthy. Blaming *All Hands'* judgment for presenting what is obvious fact is not the answer. Nor is expecting them to become the Navy's Medical Journal the answer either. Using personal judgment is the answer. Everyone is afforded the opportunity to indulge in things detrimental. It's up to the individual to determine what is and what isn't right for them.

Regardless, until it's banned I gladly offer either of you one of the finest cups of java in Europe anytime you're in the neighborhood. Will that be one lump, or two?

— JO3 Rod Kinnison  
Naval Communication Station  
Rota, Spain

## Getting it right

I would like to take this opportunity to acknowledge the exceptional article on Empress II written by JOC Robin Barnette. Chief Barnette clearly and concisely explained the Navy's EMPRESS II program in a short, well-written article.

As program manager for PMS-423, I've

been interviewed by many reporters for civilian newspapers about EMPRESS II. Their articles were well written, but no reporter ever got the story quite right. Chief Barnette should be commended for accomplishing this. Well Done!

— CAPT W.E. Mahew  
Program Manager,  
Theater Nuclear Warfare Program  
Naval Sea Systems Command  
Washington, D.C.

## Reunions

- **Naval Weather Service Association** — Reunion June 27-30, Jacksonville, Fla. Contact Jack Bullington, 1462 Arena Road, Orange Park, Fla. 32073; telephone (904) 264-6649.
- **USS Sturtevant (DE 239) recommissioned crew 1951-1972 and World War II crew** — Reunion June 28-30, Williamsburg, Va. Contact R.E. Lee, 3203 Lakewood Ave., Columbia, S.C. 29201; telephone (803) 256-9485.
- **USS Ashland (LSD 1)** — Reunion July 12-14, Chicago. Contact Milt Ferguson, 1540 East Moore Road, Hillsdale, Mich. 49242; telephone (517) 437-7205.
- **USS Independence (CV 62)** — Reunion July 12-15, Orlando, Fla. Contact Dennis Bagley, 12 Trenton Ave., Edison, N.J. 08817; telephone (201) 819-0359.
- **USS Hornet Club (CV 8, CV 12, CVA 12, CVS 12)** — Reunion July 20-22, Silverdale, Wash. Contact Connie Masse, P.O. Box 7526, North Port, Fla. 34287.
- **USS Perkins (DDR 877)** — Reunion July, Big Rapids, Mo. Contact Ron Widgren 531 Corinth St., St. Louis, Missouri 48880; telephone (517) 681-2453.
- **USS Gwin (DM 33) 1952-1954** — Reunion July, Charleston, S.C. Contact John White, 201 N. Tyler Road #125, St. Charles, Ill. 60174; (708) 513-0743.
- **USS Des Moines (CA 134)** — Reunion August 10-12, Mercer, Penn. Contact Steve Renock, 715 Elm Street, Watson-town, Pa. 17777; telephone (717) 538-2166.
- **Tin Can Sailors Convention** — Reunion August 13-20, Baltimore. Contact Ed Ward, Tin Can Sailors, Battleship Cove, Fall River, Mass. 02721.

• **USS Sylvania (AFS 2)** — Reunion summer 1990, Norfolk. Contact John D. Pierce, 6631 Holloway Lane, Lansing, Mich. 48917.

• **USS Monticello (AP 61) and Europa (AP 177)** — World War II Reunion September. Contact C. Ormiston, 1834 Huckleberry Drive, Aiken, S.C. 29801.

• **USS Campbell CG (W 32)** — Reunion May 17-19, Seattle, Mayflower Park Hotel. Contact Walt Rettig, 4680 Bailey Ave., Buffalo, N.Y. 14226; telephone (716) 833-4725.

• **Personnel Accounting Machine Installation Atlantic (PAMILANT)** — Reunion June 9, Norfolk. Contact Crystal Forehand, 8124 Ridgely Drive, Norfolk, Va. 23518; telephone (804) 583-4410.

• **20th Infantry Battalion USMCR** — Reunion 40th year, July 28, Tulsa, Okla. Contact Jerry L. Puls, 20th Infantry Battalion Reunion Committee, 1145 South Utica, Suite 164, Tulsa, Okla. 74104; telephone (918) 560-5780.

• **MTACS 2** — Reunion Aug. 1-4, Santa Ana, Calif. Contact James G. Scott, 324 Magnolia Avenue No. 6, Lemoore, Calif. 93245-2868.

• **USS President Jackson (APA 18)** — Reunion "The Unholy Four" (Jackson, Adams, Hayes and Crescent), Aug. 4-7, St. Louis. Contact Mick Finnegan, Secretary, 5413 Isabel Terrace, Homosassa, Fla. 32646; telephone (904) 628-9628.

• **USS Daly (DD 519)** — Reunion Aug. 13-20, Baltimore. Contact Walter A. Johnson, 161 Boxford Street, Lawrence, Mass. 01843.

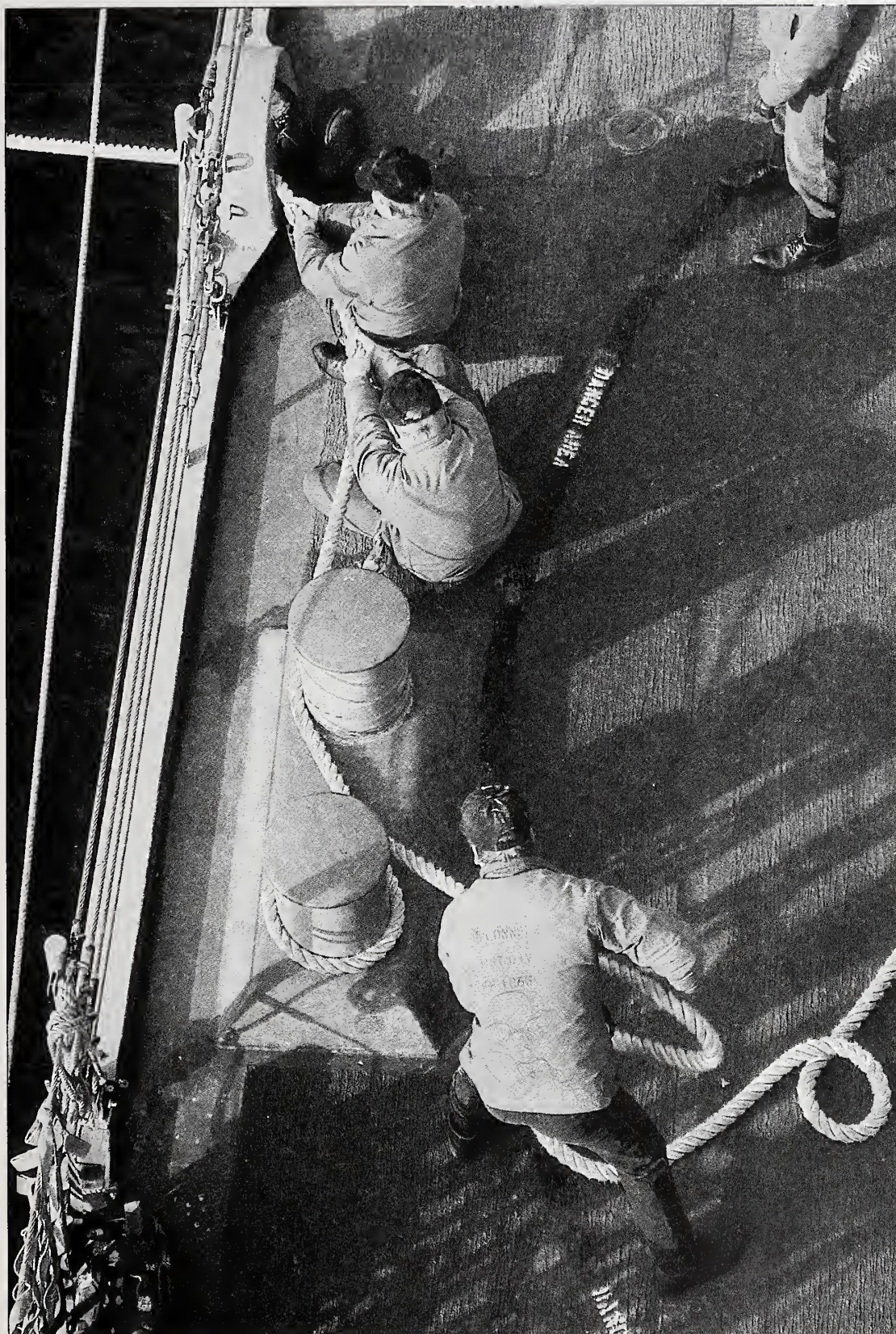
• **USS Topeka (CLG 8)** — Reunion Aug. 16-20, San Diego. Contact Topeka Reunion, c/o D. E. Cass, 3028 Bonita Woods Drive, Bonita, Calif. 92002, or call Don Nellis, telephone (619) 487-4595.

• **P.T. Boats, Tenders and Bases** — Reunion Aug. 30-Sept. 3, Town and Country Hotel, San Diego. Contact P. T. Boats, Tenders, and Bases, P.O. Box 38070, Memphis, Tenn. 38183-0070; telephone (901) 755-8440.

• **USS Missouri Association** — Reunion Aug. 31-Sept. 3, Providence, R.I. Contact Angelo Goffredo, 1105 Jerry Ave., Schenectady, N.Y. 12303.

• **USS Aaron Ward (DM 34)** — Reunion Sept. 14-16, 1990, St. Louis, Mo. Contact Einer Dyhrkopp, Shawneetown, Ill. 62984; telephone (618) 269-3914.





One, two, three... Heave! Boatswain's mates take the slack out of the lines on board USS *Connole* (FF 1056) in its homeport of Newport, R.I. Photo by PH2 D. Anglin.







U.F. LIBRARY

U.S. DEPOS. COPY

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

JUNE 1990



- Drug interdiction
- 1980s in review

359.05  
A416 ✓

PERIODICAL





Commander, Submarine Squadron 8's  
subs and sub tender USS *Hunley* (AS  
31) at home in the "nest" at Norfolk.  
Photo by PH1 C.R. Hitchcock.



Secretary of the Navy  
**H. Lawrence Garrett III**  
 Chief of Naval Operations  
**ADM Carlisle A.H. Trost**  
 Chief of Information  
**RADM Brent Baker**  
 CO Navy Internal Relations Activity  
**CDR Connie L. Haney**  
 XO Navy Internal Relations Activity  
**LCDR Patricia J. Anthony**  
 Director, Print Media Division  
**LCDR John A. Marchi**  
 All Hands Editor  
**JOCS Robin Barnette**  
 All Hands Assistant Editor  
**JO1 Lee Bosco**  
 Photojournalist  
**PH1(AC) Scott M. Allen**  
 Writers  
**Jan Kemp Brandon**  
**JO1 Melissa Lefler**  
**JO1 Dennis Everette**  
**JO1 Chris Price**  
**JO2 Andrew I. Karalis**  
**JO3 Marke Spahr**  
 Associate for Art and Layout  
**Michael David Tuffli**  
 Communications  
**RM1 Adrian Baker**  
 Graphics and Typesetting  
**DM2 Mike Rodrigues**  
**DM3 P.V. Whitehurst**  
**William E. Beamon**

**All Hands** (USPS 372-970; ISSN 0002-5577) (Number 879) is published monthly by Navy Internal Relations Activity: 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Second-class postage paid at Alexandria, VA 22314, and additional mailing offices.

**Subscriptions:** Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Price: \$15, U.S. and FPO; \$18.75, foreign. Make checks/money orders payable to: "Superintendent of Documents, GPO."

**Postmaster:** Send address changes to **All Hands**, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007.

**Editorial Offices:** Send submissions and other correspondence to: NIRA, Print Media, Attn: Editor, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Phone (703) 274-6208 (AV 284-4455) for editorial; (703) 274-5953 (AV 284-4315) for distribution.

**Message:** NAVINRELACT WASHINGTON DC.

**Authorization:** The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

NIRA also publishes *Captain's Call Kit*, *Navy Editor Service*, *Navy Family Life-line*, *Navy News Service*, *Public Affairs Communicator* and *SecNav/CNO Report to Congress*.

# ALL HANDS

MAGAZINE OF THE U.S. NAVY  
 JUNE 1990 – NUMBER 879  
 68th YEAR OF PUBLICATION



Photo by PH1(AC) Scott M. Allen

## Navy drug dogs — Page 31

**4 '80s issues**  
Decade of change for Navy

**14 A look back**  
CNO reviews the 1980s

**18 Hot on their trail**  
Teaming up to stop drugs

**24 Navy's drug czar**  
Howard discusses interdiction

**26 Smuggler's nightmare**  
Stopping drug runners

**31 The nose knows...**  
Dogs sniff out drugs

**34 Users beware**  
MAs prevent drug use

**36 Drug interdiction**  
West Coast's key role

**39 Operation Just Cause**  
Navy support to Panama

**42 Veterans honored**  
Women's memorial planned

**2** News You Can Use / **44** Spotlight on Excellence  
**45** Bearings / **47** News Bights / **48** Mail Buoy, Reunions

**Front cover:** Navy hydrofoils play a major role in drug interdiction at sea. The speed and efficiency of crafts such as USS *Taurus* (PHM 3) homeported at Key West, Fla., allow for greater coverage and successful capture of drug smugglers. See story, Page 26. Photo by PH1(AC) Scott M. Allen.

**Back cover:** Since the Revolutionary War, women have been serving in the armed forces. Now, for the first time in history, a memorial will be built in Washington, D.C., to honor their achievements. See story, Page 42. Photo courtesy of Women in Military Service for America Memorial Foundation, Inc.



# News You Can Use

## *Financial*

### **Navy Relief to include Marine Corps in title**

The Navy Relief Society, the organization that assists Navy and Marine Corps members in times of emergency, has announced that its title will be changed to the Navy-Marine Corps Relief Society.

The Navy Relief Society's board of managers voted to approve the change after it was proposed by fellow board member ADM Carlisle A.H. Trost, Chief of Naval Operations.

In his proposal, Trost stated that the Society exists to benefit both Navy and Marine Corps members and the name would accurately reflect the personnel aided.

The Marine Corps has been an integral part of the Society since its earliest days serving as an active partner in the life and work of Navy Relief. Regardless of its name, the Navy and Marine Corps have a special organization prepared to meet their needs.

The Navy-Marine Corps Relief Society offers interest-free loans or outright grants for emergency travel, funeral cost assistance, medical costs assistance, food and rent necessities, needed dental care and essential car repairs, if there is a verified need.

Other services include visiting nurse services, free layettes for newborn babies of active-duty members, thrift shops, and financing needs when pay records are lost.

The Navy-Marine Corps Relief Society cannot assist in financing liberty or vacations, make car or insurance payments, help with rent and utilities month after month, or cover fines and legal expenses. Each person requesting assistance receives budget counseling from a Navy Relief counselor prior to any dispersing of funds to determine whether the member is living beyond his or her means. □

### **Duty station swaps**

A "swap" is an approved exchange of duty stations between two sailors willing to move at their own expense at no cost to the Navy. Requests must be approved by both chains of command.

To be eligible to swap, both sailors must have:

- The same rate, rating and type of duty.
- At least one year at their present command before submitting a swap.
- Be able to serve one year at the new command after the swap is completed.
- Have a Projected Rotation Date greater than one year and expiration of active obligated service greater than eight months.
- Have no history of disciplinary offenses.
- Have minimum evaluation marks as outlined in Chapter 16 of the Enlisted Transfer Manual.

For more information on swaps, consult the transfer manual or contact Naval Military Personnel Command (NMPC-471) at commercial (202) 694-4293 or Autovon 224-4293. □

## *Voting assistance* **State primaries**

For the schedule of state primaries and other voting information, see your command voting assistance officer.

The toll-free voter hotline for Navy members in the continental United States, Alaska, Hawaii, Guam and the Virgin Islands is 1-800-368-5056.

Personnel in Virginia and overseas call (202) 694-3248/3249 or Autovon 224-3248/9. □



## ***Personnel issues***

### **Service record copies**

Getting a master copy of your microfiche service record is now easier.

The Naval Military Personnel Command has developed NavPers 1070/879, which is available from the Navy Publications and Forms Center in Philadelphia.

It replaces locally reproduced forms and is for the use of individual officers and enlisted members to request personal copies of their service records for review.

For more information on obtaining copies of microfiche service records, see NavMilPers-ComInst 1070.2 and NavMilPers Manual Article 5030150.

You can also call LT L.J. Quinn at commercial (202) 694-3654/2983 or Autovon 224-3654/2983. □

### **Transfer form mandatory**

Sailors planning a change of station transfer, separation, retirement or transfer to the Fleet Reserve need to complete a Travel Information Form. The card, which is easy to fill out, should be completed within three days prior to any transfer if sailors are moving families or shipping household goods.

Sailors will not receive their original orders or change of homeport certificates until a completed TIF is submitted to their personnel support detachment or ship's personnel office.

The TIF is the Navy's primary source of statistical and financial information on travel, and it influences decisions on resources and proposals affecting new entitlements.

When the data is compiled, the Navy can then determine the maximum amount of funds to set aside for PCS moves, or funds which could be used for other areas of travel.

For more information see NavOp 021/90. □

## ***Education***

### **Tuition assistance available through Navy Campus**

Tuition assistance is provided by the Navy to reduce the costs associated with high school, undergraduate and graduate programs taken during off-duty hours.

Navy Campus education specialists authorize tuition assistance for personnel participating in education programs. Navy policy allows both officer and enlisted personnel to receive tuition assistance at the following rates:

- Undergraduate courses: 75 percent of a maximum of \$125 per credit hour, not to exceed \$285 per course.
- Graduate courses: 75 percent of a maximum of \$175 per credit hour, not to exceed \$395 per course.

- Independent study courses: 75 percent of the cost of the course, not to exceed \$1,000 per course.

- High school completion courses are fully funded under tuition assistance.

Tuition assistance policy for officers desiring to pursue graduate level education has recently been changed. Officers can now pursue any curricula they wish — not necessarily curricula related to approved subspecialties. This change is outlined in NavOp 076/89.

For further information on tuition assistance, visit your Educational Services Office or local Navy Campus office. □



# '80s Issues

The past decade was one of tremendous change for the Navy. Increases in pay and family services, emphasis on equal opportunity for all sailors, readiness issues, volunteerism, a wider range of missions and growing numbers of women in naval service were some of the biggest developments.

The philosopher George Santayana said, "Those who cannot remember the past are condemned to repeat it." As the Navy steams into the 1990s, its course set for the 21st century, sailors would do well to reflect on the past and take the lessons of the 1980s to heart.

Story by JO1 Lee Bosco

## **FAMILY** OPERATIONS EQUALITY READINESS DIVERSITY

Life improved for the Navy family in the 1980s. For example, pay improved, and new personnel tempo of operations and operations tempo policies generally meant shorter deployments for sailors. In addition, more services were offered to families — from counseling to job-search assistance. It was all part of the Navy's recognition that the rigors of Navy life put unique stress on families.

The growth of the family support network in just 10 years — was nothing short of spectacular and the acceptance of the need for such services was overwhelming. Consider that in 1978 there were no Family Service Centers in place and that in 1990 there are 74.

Meg Falk is deputy director of the Navy Family Support Program and has been involved with the effort to assist Navy families since 1981. Falk has seen the program grow and is impressed by that expansion.

"It's pretty phenomenal," she said. "Before 1978, there was no place to coordinate all the benefits available to family members. Today FSCs provide that service."

While the service centers provide

many diverse forms of assistance, one of the most valuable to the deployed sailor is the deployment separation workshop. Professional counselors offer the entire crew and their families workshops covering the effect that an upcoming deployment can have on a family.

The FSCs remain a true source of support to the Navy spouse during the deployment. Classes are held by FSC counselors to help family members get through holidays and special times when the deployed loved one is missed most.

Aside from deployment counseling, Family Service Centers also recognize the need to combat spouse and child abuse in the Navy family. As the numbers of reported cases of abuse climbed in civilian society, the Navy moved to educate sailors and families in the hope that the same increase in these problem areas could be prevented inside the Navy.

Out of that concern grew another program. The Family Advocacy Program addresses family problems such as violence or sexual abuse in the Navy household. FAP efforts in this area include parent education and support services to help prevent child

and spouse abuse.

The Navy even became involved in spouse employment in the 1980s. After recognizing that many sailors live in two-paycheck marriages, Navy FSCs began the Spouse Employment Assistance Program, which helps spouses find jobs and plan careers.

SEAP helps with general job-search information, career guidance, employment workshops and computerized job listings.

"Navy Family Service Centers are not in place to save an unhappy or non-productive sailor," said Dr. David Smith, deputy director of Human Resources Division at Marine Corps Headquarters. "The centers function to help good people do well in the Navy or Marine Corps."

Smith is a "plank owner" in the family support movement. "Thanks to some extraordinary vision by Navy leadership in 1978, the Navy is today a leader in the family care field," he said. "Many civilian corporations are instituting employee assistance programs, and while those companies don't have the same set of problems to deal with, their programs are similar to the Navy's."

The idea that you enlist the sailor





Photo by PHC Dwight Anderson

**Navy family programs have developed with the goal of helping good sailors do their best.**

but reenlist the family seemed to take on larger acceptance in the 1980s. "The people involved in family support are part of the total Navy team," he said. "If a sailor or Marine is worried about his family, his productivity can suffer and combat readiness also suffers. If a sailor is secure knowing that there is a support system in place for his family, he is able to concentrate on his job. Family Service Centers affect combat readiness in that way."

According to Falk another area in which Family Service Centers give valuable assistance is during disaster relief operations. "The center becomes a focal point to coordinate relief efforts and provide whatever support is needed in times of crisis."

Communication between Navy families and Navy officials is important during times of emergency and the every-day life of the sailor and his or her family. The Navy family ombudsman program is designed to provide better communication between the command and the family. The ombudsman's role is that of the commanding officer's official representative and serves as a liaison between the command and families. The program has been in use for quite some time, but it has grown during the 1980s, and now even in small commands families have a voice.

The Navy child care system also grew during the past decade. There are now more than 110 child care

centers at 88 commands Navywide. These centers provide more than babysitting services — they offer Navy children organized play and learning activities. And due to a space shortage in child care facilities, the Navy is leading the way in a new form of home care. The Family Home Day Care program, a system that allows spouses to care for children of Navy people in government quarters, is gaining acceptance.

Single parent families became an "issue" in the past decade, partly because more women joined the Navy. But the growing number of Navy single parents was also due to changes in society: the increasing acceptability of divorce and out-of-wedlock children.

In 1988, for example, there were an estimated 11,000 single parents in the Navy — single adults with physical custody of one or more children. About 7,000 single parents were men and 4,000 women were single parents at the time.

In response to the concerns raised by and about single parents, the Navy has developed a variety of policies, programs and requirements. Availability of child care has been increased, for example, but instructions have also been written clearly defining the responsibilities of single parents.

Because moving to a new duty station is a source of stress to Navy families, the sponsor program was expanded in the 1980s. The sailors

and their families in the 1990s will be more informed as they report to their new duty stations than their counterparts of the 1970s.

Falk says that all of the support programs expanded in the last decade because of a "growing recognition of spouse and family satisfaction by Navy leaders. Their satisfaction is a key element in retention."

The support now available to all Navy families includes financial education programs, stress management and suicide prevention. People in the family support system are continually looking for ways to improve the lives of sailors and their families and they expect to be providing assistance in the coming decade.

"There will always be a need for family support services," said Falk. "As long as the Navy needs to retain quality people, the family will need the kind of help that we provide."

Falk calls the support network a "family-friendly organization." Smith agrees. "When I attended the first Family Services Conference in 1978 a lot of good people in leadership positions decided the goal was to create a one-stop shopping center for information for Navy families," he said. "The people at the conference believed that this was an idea whose time had come."

The second family support conference was held in the fall of 1988, reviewing achievements of the 1980s and looking ahead to Navy family needs of the 1990s. One of the conference's primary speakers, Secretary of Labor Ann McLaughlin, summed up the tremendous changes of the past decade.

Said McLaughlin: "Never again will the armed forces operate under that old maxim that 'if they wanted you to have a wife, they would have issued you one.'" □

**"80s Issues" continues...**



# '80s Issues

## FAMILY OPERATIONS EQUALITY READINESS DIVERSITY

If the measure of an organization is how well it does its job, the 1980s provided a good yardstick for the world to measure the U.S. Navy's effectiveness.

Since 1980, U.S. naval forces have been called upon to act no fewer than 50 times. After the rough transition to an all-volunteer force during the 1970s, these incidents showed the world that the Navy was again ready to go anywhere and take on any mission that was called for in the national interest.

"The '70s was a rebuilding time, we were trying to put the Navy back together," said Master Chief of the Navy Duane Bushey. "The '80s was when we went out and showed what we could do."

The tempo of naval operations did pick up, especially during the later years of the decade. New ships and weapons platforms combined with more stringent recruiting criteria to form a smarter, more dedicated Navy. And as military operation after military operation was successfully accomplished, the pride and professionalism of Navy men and women grew stronger.

Navy people knew that the coming years would be challenging when early in the decade sailors found themselves operating ships and working in-country in support of the multi-national peacekeeping force in Beirut, Lebanon.

"My involvement in Beirut changed my life," said Master Chief Hospital Corpsman John Vaughn, a survivor of the barracks bomb explosion that killed more than one hundred U.S. military men. "It made me more appreciative and more humble."

"Military operations are what the

Navy is all about," he continued. "We were there supporting the U.S. objectives of promoting world peace and democracy."

The Navy of the 1980s is a different place than it was in the 1970s according to Vaughn. "The Navy was constantly improving through military operations," he continued. "Overall we are better now. You know the old saying — 'practice makes perfect.' The operations honed our skills."

And while America was still mourning the loss of life taken by a truck bomb in Beirut, Navy men and women were gearing up for conflict half a world away.

On Oct. 25, 1983, Navy and Ma-



Photo by JOC Fred Klinkenberg

**Flight ops at sea — one example of the Navy's professionalism in the 1980s.**

rine Corps forces were part of a multi-national, multi-service task force that was sent to the Caribbean island of Grenada.

The objective of *Operation Urgent Fury* was to evacuate U.S. citizens, neutralize any resistance, stabilize the situation and maintain the peace. The Navy helped achieve that goal.

With the 1980s came a new enemy: terrorists. Blame for their acts of violence is hard to place on a single person or even a single country.

Terrorist organizations claimed headlines throughout the early

1980s with a shocking series of crimes. The hijacking of an airliner in which Steelworker 2nd Class (DV) Robert Stethem lost his life was just one in a string of acts of defiance played out on television screens around the world. The hijacking of the Italian luxury liner *Achille Lauro* and the subsequent murder of an innocent American on board was yet another seemingly unpunishable crime.

Yet, as the decade ended one of those responsible for hijacking the plane had been captured, tried and convicted of air piracy. He is currently serving out a lengthy prison term in West Germany.

Meanwhile, the leadership of the United States was quietly working on ways to bring some of these fanatical elements to justice. Information was gathered throughout Europe and the Middle East and a picture of those responsible for the murder on *Achille Lauro* began to form.

On Oct. 10, 1985, intelligence gathered by U.S. agencies indicated that the four hijackers would be on an Egyptian commercial airliner flying from Cairo to Tunis. Once the aircraft was over international waters, four Navy F-14s, part of the USS *Saratoga's* (CV 60) airwing, intercepted and ordered it to land at Naval Air Station Sigonella, Sicily.

The pilot complied, the terrorists arrested and later convicted in an Italian court.

A new confidence was emerging in Navy people during the mid-1980s and *Saratoga's* capture of the terrorists seemed to be one of the reasons that much of the pride lost in the 1970s had returned to men and women wearing Navy blue.



"It shouldn't be taken lightly," said then Secretary of the Navy John Lehman of the terrorists' capture. "It shows the professionalism, the sacrifice, but also shows the effectiveness of our military capability."

The *Saratoga* capture showed the American people that we were not always helpless against these random acts of violence, that there was accountability and through hard work and a coordinated effort, these criminals can be captured.

And, if the terrorists are not captured, some measure of justice may still be attained.

In April 1986, in response to the terrorist bombing of a West German nightclub targeting American servicemen, aircraft from USS *Coral Sea* (CV 43) and USS *America* (CV 66) battle groups conducted strike operations against targets in Libya. Intelligence sources indicated that Libyan leader Muammar Quaddafi was responsible for the nightclub attack. Twenty-six aircraft launched from the carrier battle groups and conducted strike operations against terrorist-associated targets in Libya, along with 29 Air Force aircraft.

Navy men on station realized the importance of the operation.

"The crew of *Coral Sea* was never more professional than in the weeks leading up to the Libya air strike," said Chief Air Traffic Controller Jonathon Frost, *Coral Sea's* recovery controller for the operation.

"We were confident from the start," he said. "We had been operating in the area as part of the Freedom of Navigation ops in the Gulf of Sidra prior to the strike.

"The crew was 'tweaked.' When word came down that the operation was on, everybody got down to business," he continued. "We were doing something that *meant* something."

*Coral Sea's* part of the mission went off without a hitch, according to Frost.

The Navy proved its capabilities again in 1987 in the Middle East when the world's oil supply was being threatened by mines and missile attack in the shipping lanes of the Persian Gulf. In accordance with the



Photo by PH2 Jeffrey Loshaw

U.S. Navy's primary mission of keeping the sea lanes open, the President ordered U.S. naval forces to escort Kuwaiti oil tankers through the mine-laden waters off the coast of Iran. In addition, the Navy was ordered to clear the Gulf of as many mines as possible to protect the lives of U.S. Navymen assigned to duty as part of the escort operation.

It was during this operation that 37 Navy men lost their lives when an Iraqi aircraft accidentally fired two *Exocet* missiles at USS *Stark* (FFG 31). Lives were nearly lost when USS *Samuel B. Roberts* (FFG 58) hit a mine during escort duty in the Gulf.

Navy surface elements destroyed Iranian oil platforms in response to the *Roberts* incident.

Throughout the operation, Navy mine countermeasure specialists patrolled the Gulf from the air in helicopters as well as from the wooden decks of minesweepers.

Slowly, the tide turned in the Persian Gulf. Political efforts coupled with firm Navy resolve succeeded in keeping the sea lanes open. By the end of the decade, the U.S. presence had been reduced.

The final military operation of the 1980s came in December 1989. Navy men and women were involved in *Operation Just Cause*. This strike, against Panamanian dictator Manuel Noriega, was another multi-service

**Sailors responded to situations around the world, no matter how difficult the mission. Here, a SEAL jumps from a CH-53 helo during an amphibious operation.**

endeavor that was well-planned and competently executed.

These military operations were by no means more important than other less publicized undertakings, but they are representative of the Navy's ongoing ability to carry out the job of protecting the United States interests around the world and keeping the sea lanes open. American lives were lost and blood spilled in each of these efforts — professional, well-trained people paying the ultimate price for their country. Their sacrifice should not be forgotten.

Beirut, Grenada, Libya, Persian Gulf and Panama — we may see some of these names again in the news of the 1990s. The Navy may be called upon to make its presence known in any location worldwide.

But if our successes in the last decade are an indication of how capable the Navy is, and those who would threaten the freedom of the sea and international stability are aware of the Navy's ability to carry out the mission, we may be called upon less frequently in the future. □

"80s Issues" continues...



# '80s Issues

## FAMILY OPERATIONS **EQUALITY** READINESS DIVERSITY

Of all the changes that the past decade brought to the Navy, none promised more far-reaching and lasting effects than the gains made toward equality. Minority sailors, blacks, Hispanics and women realized great gains during the past decade.

In the June 1983 *All Hands*, Disbursing Clerk 2nd Class McCoy Baxter Jr. talked about being black in the Navy. Baxter, now a DK1 and up for chief, is currently assigned to Personnel Support Detachment, Barbers Point, Hawaii. The 1980s make up his entire enlistment in the Navy and he looks back on the decade as a time of progress for minorities.

"Back then I was just a young guy on a ship, USS *Fairfax County* [LST 1193], but the Navy treated me fairly," Baxter said. "I knew that if I studied and passed the test, I had a good chance of advancing. Color doesn't factor into it. When it comes to advancement, I'm just the same as the next guy taking the test."

Seven years ago he said that the Navy was one of the best organizations around because it is a dependable and secure way of life.

"I still feel that way," he said. "I've stayed in, not only for the security, but because I like it. I'm sure that I could find a civilian job where I'd be treated fairly, but I don't know if I'd like another job as much."

"And in the area of race relations, the Navy has really come a long way in just the past 10 years. Look around — there are more blacks and Hispanics in command than ever before. Every rating has chiefs and petty officers of minority backgrounds. The Navy enforces regulations against discrimination. Civilian organizations can be less accountable in that area. The Navy is unique."

The words *equal opportunity* became part of every leader's vocabulary during the 1980s. The Navy recognized the need to educate personnel as the number of minorities in the Navy doubled in 10 years. Workshops detailing how we can more fairly deal with each other became part of leadership training and evaluations started to include a notation as to whether a service member supported the Navy's equal opportunity program.



The Navy's goal is equality for all sailors. Impressive gains in the 1980s mean that goal may now be attainable.

Chief of Naval Personnel VADM Mike Boorda says that today the overall state of equal opportunity is good, but "we have a lot of room for improvement." The Chief of Naval Operations Study Group's report on Equal Opportunity (1988) targeted specific areas where the Navy can do better to attain its equal opportunity goals, but said that the programs already in place have "realized major improvements in recent years."

The report's executive summary stated, for example, that there has been steady growth in the numbers of minority officers and senior enlisted personnel, career opportunities have been expanded and minority enlistment rates remain high. Minorities

are succeeding in the Navy.

Areas that the Navy needs to improve are minority officer accessions, promotions, advancements and distribution. Action is needed to achieve true equal opportunity for all and to realize a total force fully representative of our nation's varied ethnic composition, according to the summary.

Boorda took the lead to bolster the Navy's equal opportunity effort.

"I'm very excited about a lot of the upward mobility programs that we are expanding — BOOST [Broadened Opportunity for Officer Selection and Training], the Baccalaureate Degree Program, and JOBS [Job Oriented Basic Skills Training]," Boorda said. "These are programs that concentrate primarily on the minority population by helping young people go into the more technical fields, qualify for NROTC or the Naval Academy, finish their bachelors degrees, and then compete on an equal footing with their majority counterparts."

Racial minorities were not the only people affected by the equal opportunity awareness of the 1980s. Women made impressive strides toward equality during the decade.

The number of women in the Navy nearly doubled since 1980 while the total number of people in the Navy only grew by 10 percent. There are almost 60,000 women on active duty today compared to 30,620 ten years ago. One in 10 officers is female while 10 percent of the enlisted force is made up of women.

When Yeoman 1st Class Ruth Deussen was interviewed by *All Hands* in February 1980, she was one of only 98 women assigned to USS *L. Y. Spear* (AS 36), the second non-hospital or transport ship in the Navy to be assigned woman sailors. The first was USS *Vulcan* (AR 5).



"We weren't first — we were second. By the time we reported to *Spear*, a lot of the novelty had worn off," she said then. The "novelty" of having women on ships has been worn away by time and the thousands of women sailors who have followed the crews of *Vulcan* and *Spear*. Twenty-four of 37 Combat Logistics Force ships are now open to women. Women sailors now make up part of the crew of 16 of them. Plans for more women to go aboard more CLF ships are in the works. Women sailors make up more than one third of the crew of the training aircraft carrier USS *Lexington* (AVT 16). More than ever before, women in the Navy of the 1990s will be sea-going sailors.

"I'd like to see the Navy open more classes of ships to women," said now LT Deussen. "The way things are now, we are segregated by classes of ships. I'm sure the Navy would assign us to combatants if the government allowed it."

Would she like orders to a combatant? "You'd better believe it," she said. "There are a lot of women out there who would jump at the chance."

Considering that she was one of only 400 women assigned to ships in 1979, Deussen feels that the Navy has changed for women.

"There are more opportunities today. Ratings are opening up to women that once were restricted," she said. "Women have been selected for command at sea. And, there are many more senior enlisted women in the Navy."

She's right. Today more than 7,000 women are at sea, and nearly 5,000 women are assigned to aviation squadrons. Seventy-three of those women are Naval Flight Officers and 163 more are pilots. Plans call for a woman to command a squadron this year along with the first woman commanding officer of a ship. The first women graduated from the Naval Academy in 1980 and by the end of the decade there were Navy women astronauts and four women Com-



**Women now make up 10 percent of the Navy. "And the Navy is a better place because of it," say many of the Navy's leaders.**

mand Master Chiefs at sea.

Even so, with all the progress the Navy's made, Deussen feels that equality may be too difficult to achieve in an organization like the Navy.

"Things have gotten a lot better for everyone in the Navy, not just women. But we haven't begun to achieve equality. We may never," she said. "The best we may be able to do is show each other tolerance."

Acceptance is something that every sailor works for. Recently retired Senior Chief Personnelman Vickie Williamson was a shipmate of Deussen's aboard *Spear*.

She says that the experience helped her become a chief. "It made me grow up and take responsibility."

But more importantly she earned the acceptance of her male counterparts. "After *Spear* I felt a lot better about being in the Navy. I found out what men liked about being at sea and what they hated about it," Williamson said. "It's a great experience for Navy women."

In 1980, she said, "It's a good feeling knowing you're helping shape history." She still thinks those times

were special. "It really wasn't that long ago," she said. "There weren't many women at sea then, but now there are thousands of them."

Another person who has watched the changes of the 1980s is Master Chief of the Navy Duane Bushey. The Navy's senior enlisted is impressed by the advances made by minorities in the past decade and credits Navy people with making the changes that brought about the level of understanding that the Navy now enjoys.

"Equal opportunity-wise, you look back on our record and you'll see that our minority sailors have done tremendously," he said. "We learned a lot in the '70s and early '80s. We found that we needed to do more special training and have a few special programs, but it really all came together during the '80s."

Bushey considers equal opportunity a leadership issue.

"Navy leaders have to know how to adapt. You have to know when to be firm and when to be compassionate. Everyone has different needs and that's why I say leadership is tougher today than ever before."

One question always comes up when discussing women in the Navy — are women taking men's shore duty billets? "No," says Bushey. "I say that firmly and honestly. Not as long as the percentage of women in each rating is monitored carefully. What many people don't understand is that we've got more billets than people to fill them. Many women are filling billets that might otherwise go unmanned."

Bushey has advice for all sailors: "You can be any damn thing you want to in the Navy — if you want it bad enough."

The events of the past 10 years, the advancements made by the Navy as a whole and women, blacks and Hispanics, confirm the MCPON's advice. □

"80s Issues" continues...



# '80s Issues

## FAMILY OPERATIONS EQUALITY **READINESS** DIVERSITY

During the last decade a wide array of weapons systems and platforms came on line. They enabled sailors to accomplish the Navy's mission more safely and effectively. That these new tools give the U.S. Navy a technological edge over potential adversaries is undeniable. But choosing one readiness issue or event that shaped the Navy in the 1980s is a formidable task.

Submariners hail the coming of age of the *Los Angeles*- and *Ohio*-class submarines as significant events in the sub force in the 1980s. The aviation community can point with pride to the *Nimitz*-class supercarriers and the impact of the F/A-18 *Hornet* on air warfare. Surface sailors boast of advancements typified by the *Aegis* weapons system and vertical launch cruise missiles. These are just a few of the new tools that will be used well into the next century.

But, there is only one issue that ties all of these complicated weapons systems and naval platforms together: training. One incident stands out from all others, highlighting training as the single most important readiness issue that shaped the Navy of the 1980s.

While deployed to the Persian Gulf, in April 1988, as part of the *Earnest Will* escort operation, USS *Samuel B. Roberts* (FFG 58) hit a mine and suffered severe hull damage. A dramatic fight to save the ship proved that her extensive training and damage control program had saved the ship and her crew.

Upon completion of the escort of a Kuwaiti oil tanker, *Roberts* was transitting the Gulf to a rendezvous point. Explosive mines were sighted in the waters around the ship. CDR Paul Rinn, *Roberts'* commanding officer,

ordered all hands to general quarters as the ship backed out of the minefield. It was during that operation that the mine hit the ship and blew a 22-foot hole in her hull.

The explosion nearly cracked the ship in half and twisted the keel into an "S" shape. The ship took on 2,000 tons of water during the battle to save it.

"Three things saved our ship," Rinn said after the ordeal, "the outstanding level of training of the entire crew, the excellent leadership at every position in the chain of command and the bravery and physical



Photo by JOI Lance Johnson

Firefighting training is a cornerstone of the Navy's damage control program.

courage of everyone."

The ship had just completed training prepared by Fleet Training Group, Guantanamo Bay, Cuba. The scenar-

ios faced during training were similar to the actual emergency. These scenarios pit a crew against a dangerous situation in a simulated life and death struggle to save the ship. *Roberts'* crewmen saved the ship in those drills.

LT Gordan Vanhook, the ship's chief engineer, confirms the value of that training.

"Two of the major drills Fleet Training Group put us through were almost identical to what happened when the mine hit," he said.

Lessons learned in the attack on USS *Stark* (FFG 31) were also important to the damage control effort on *Roberts*. Damage control improvements incorporated by the Navy were essential. The ship carried twice the number of Oxygen Breathing Apparatus and OBA canisters than were previously allotted. She also had a thermal imaging device that could find a fire in a smoke-filled compartment and carried 400 percent of the ship's regular allowance of firefighting foam. The ship had received an allotment of the new firefighter's clothing and wireless communications systems for the repair lockers. All these precautions were vital to the damage control team during the fight to save the ship, but crew members credit training as the most important factor that day.

"The training was so frequent and intense," said LT Eric Sorenson, the ship's damage control assistant prior to the deployment, "all fire-party personnel were cross-trained to do other jobs."

The result of the ship's training programs was the saving of a ship that may have been lost. The one sobering statistic to come from the incident is that not one life was lost.



That fact speaks loudest of the need for strong training programs everywhere in the Navy.

One of the most significant events in training in the 1980s was the reestablishment of the damage controlman rating. For 17 years the rating had been part of the hull technician rating. Damage controlmen are back because the emphasis on ship survivability increased during the decade. A continuing concern over training and maintenance is also credited with the rebirth of the rating.

The Navy selected the Naval Technical Training Center at Treasure Island, San Francisco, as the home of Damage Control "A" School. Capable of training nearly 1,400 sailors a year, instruction ranges from shoring up bulkheads to the use of thermal imagers.

"The people who come through this school have a 'leg up' on guys out in the fleet who haven't been through here," said Chief Hull Technician Ashley Smith, senior instructor at the school. "They know what to do in an emergency and they have to teach those who don't.

"There have been a few incidents that reinforce the need for damage control in the fleet, a fire on the *Constellation* [CV 64] and the *Roberts* come to mind. Damage control can save a ship."

"In the '80s we started to put the emphasis back on training," said Master Chief of the Navy Duane Bushey. "And that's what we've got to focus on in the '90s. As the Navy gets smaller and money gets tighter, the first place a lot of people will look to save money is training, but I think when you do that you're mortgaging your future."

If the size of the Navy shrinks in the 1990s, as predicted by some, Bushey feels that sailors will find themselves learning more about each other's jobs.

"If the Navy gets smaller," he said, "we've got to get smarter. We'll have



to put more money in training because everyone will have to carry a bigger load — you've got to have depth."

He points to cross-training aboard submarines as a good example of how training will help a smaller Navy in the '90s.

"Look at a submarine, how small the crew is," Bushey said. "They can fix anything. One of those guys can become incapacitated and somebody else will step right in to replace his shipmate."

That's just what happened aboard *Roberts*.

"Our repair parties had cross-trained throughout the ship," said CDR Rinn. "It paid off. Many of the men from Repair 5 had been injured in the explosion. The men from Repair 2 moved aft quickly and started working."

Boatswain's Mate 1st Class Richard Fridley was Repair 2's scene leader. He has a definite opinion as to what saved the ship.

"My role enabled me to get involved in all the action from firefighting to shoring, plugging, dewatering, starting diesels, and switching generators," he said. "Every guy I saw, from the newest to the older guys, never stopped to think. They just reacted, and they reacted right. A good crew with a lot of training — that's what saved the ship."

The need for high quality training

**Saving a ship may come down to the crew's ability to function in extreme situations. Damage control training provides realistic scenarios for the students.**

became a highly publicized issue in 1989 when the Secretary of the Navy ordered a 48-hour safety stand down so that sailors Navywide could reacquaint themselves with safety procedures and rededicate themselves to tougher training standards.

A series of unrelated accidents had graphically reminded the entire Navy community of the dangerous nature of the Navy's business and the need for good training programs.

The 48-hours of the stand down were training intensive. Sailors on board every ship and shore station received training lectures and hands-on instruction on even the most routine tasks. In effect, the Navy took two days to stress that training and the safety of Navy men and women go hand-in-hand. The stand down was unprecedented in naval history and emphasized the commitment to the safety and training of its people.

The need for dedication to training in the Navy was recognized during the 1980s. The valiant efforts of the crewmen of *Stark* and *Roberts* proved the value of that training. Those lessons will continue to benefit sailors in the coming decade. □

"80s Issues" continues...



# '80s Issues

## FAMILY OPERATIONS EQUALITY READINESS DIVERSITY

The Navy's unchanging mission — keeping the sea lanes open and defending United States interests abroad and at home — gained new meaning in the 1980s as Navy men and women found themselves taking on unprecedented types of missions time and again throughout the decade.

Seapower capabilities improved during the decade as Navy units demonstrated proficiency through numerous military operations.

But Navy people did more than strictly military duties during this time of change. Sailors took on diverse tasks ranging from voluntarily tutoring children in Adopt-a-School programs to helping clean up a massive oil spill in Alaska.

The first unique duty that the Navy was asked to perform in the 1980s was aiding Cuban refugees during the Mariel Boat Lift. In May 1980, thousands of Cuban nationals were allowed by that country's leader, Fidel Castro, to leave Cuba and make their way to the United States. Ill prepared for the journey to Florida, many in overcrowded boats were sick or injured. U.S. Navy ships and aircraft were in the area to offer directions and assistance where needed.

One ship in the area, USS *Ponce* (LPD 15), was called upon to rescue 200 refugees from the Cuban trawler *Miss Betty* that was breaking apart and taking on water.

"The rescue was a great display of seamanship by the crew of *Ponce*," said LCDR Terrence W. Zline, who was *Ponce*'s first lieutenant at the time. "It was starting to get dark and, due to rough seas, the skipper decided to bring the trawler alongside.



U.S. Navy photo

**Hurricane Hugo tore up Charleston, S.C. Sailors' volunteering helped the community bounce back.**

The fishing ship's outriggers prevented us from bringing her directly alongside so some of our Marines and crewmen jumped the five feet across to the disabled craft."

A cargo net was used to span the distance between the vessels and the refugees climbed across the net to safety.

"The Navy is able to accomplish diverse tasking like this because U.S. sailors are intelligent and innovative," said Zline. "During the boat lift we had total participation and used ideas from everyone from the seamen to the master chief as well as the ship's officers to solve problems."

Thousands of refugees were then routed through Naval Air Station Key West, Fla., where they were processed for entry into the United States. Navy personnel worked around-the-clock in order to make sure this phase of the operation went as smoothly as possible.

This kind of mission may have been out of the ordinary, but it was only a hint of the different kinds of challenges Navy men and women

would face in the coming decade.

It was also at this time that the Navy recognized a growing internal problem, declaring war on the illegal use of drugs in the Navy. The slogan 'Not on my watch' echoed down passageways of ships at sea around the world. A Navywide poll in 1980 indicated that 33 percent of sailors in uniform had used illegal drugs. Navy leadership took the attitude that a sailor on drugs was dangerous to his shipmates as well as to himself. The message was clear: Drug use in the Navy would not be tolerated. Education, combined with urinalysis testing, slowly turned the tide and by 1990 the latest figures indicate only five percent of sailors have used illegal drugs.

By the end of the decade the Navy was engaged in the nation's battle against the import of illegal drugs. The President, the Secretary of Defense and Navy leadership recognize the danger that these drugs pose to national security and have designated specific elements of the Navy to help law enforcement agencies stop the people who would bring drugs into the country.

Shore and ship-based sailors in the 1980s were also involved in community efforts to educate the public to the dangers of drug use. In fact, it seemed that helping the less fortunate became an unspoken part of the Navy's mission in the 1980s.

Thousands of Navy men and women devoted time and effort to making their communities a better place to live. For example, more sailors volunteered to go out into the schools as part of the Adopt-a-School program.





The Navy was called upon to support the cleanup of the oil spill in Alaska. Officials have said the Navy's help was indispensable.

women were vital to the cleanup effort.

While the oil spill was a serious environmental incident, no human lives were directly threatened at Prince William Sound. Not so with another recent catastrophe, when Hurricane Hugo took direct aim at Charleston, S.C., forcing the Navy to evacuate 14 ships. On Sept. 21, 1989, the deadly hurricane rocked the city and outlying areas with winds of 100 mph. Although the Navy and civilian communities had time to prepare for the storm, the damage left in its path was severe.

Again, Navy men and women were there to provide whatever assistance was needed. A Navy hotline was opened and staffed around the clock to aid anyone, civilian or military, who called for help. Sailors armed with chain saws fanned out around the city and in nearby communities opening roads by cutting away fallen trees.

"That's where Navy volunteerism came through," said LT Waldron. "Sure, every command in the area was involved in the disaster relief effort. But people went out of their way to help clear roads and hand out food."

The disaster relief effort in Charleston is just one of hundreds of examples of how Navy people are able to adapt to accomplish diverse tasking. The decade of the 1980s set a precedent.

Keeping the high seas open will always be the main mission, but Navy people proved during the past 10 years that whatever the job, wherever in the world the Navy is needed, Navy people can be counted on to succeed. □

*Bosco is assistant editor of All Hands.*

The Navy in Charleston, S.C., is just one example of this attitude. Sailors of every rank and rate in the Charleston area volunteer in both inner-city and rural schools as part of the Navy's Personal Excellence Partnership Program.

Mineman 1st Class Columbus Lee, of the Fleet and Mine Training Center, tutors math. He's typical of the kind of Navy people who get involved with their community — he volunteers because it makes him feel good.

"When you help someone else it makes you a better person," Lee said. "It's easy for me because I like math and enjoy teaching it."

LT Susan Waldron is the coordinator of Navy Charleston's volunteer efforts. She says that, during the 1980s, volunteerism hit an all time high and shows no sign of slowing down.

"People in this area are really into helping each other. The civilian business community has teamed with the Navy community to make our program one of the largest and most active in the Navy," she said. "During the past year we've been doing more work than ever. We have been especially busy since Hurricane Hugo blasted the area."

That leads to another of the Navy's expanded missions — disaster relief. The Navy has always helped people in need and there were a large number of disasters in the 1980s to which the Navy responded.

The Navy provided support for the Alaskan oil-spill cleanup. USS *JunEAU* (LPD 10) and USS *Fort McHenry* (LSD 43) were ordered to Prince William Sound, 100 miles southeast of Anchorage, to provide support for the members of the cleanup team. *Fort McHenry* acted as a floating hotel for housing cleanup team members and provided air traffic control services to helicopters that delivered parts and people to the stricken area. The ships' crew also used small boats to shuttle cleanup personnel back and forth between the beach and the ship.

"When we first got here I thought someone was gonna hand me a bucket and a pile of rags," said *Fort McHenry's* Operations Specialist 3rd Class Patrick Sukert. "That's not the way it turned out, though. I did my regular job — keeping ships separated with radar and talking to helos. We didn't get involved in the actual collecting of oil too much, or sopping up oil, but we really supported the entire cleanup operation."

Hundreds of Navy men and

Photo by PH2 Michael Poche



# A look back

## *The CNO reviews a decade of change*

Story by JOCS Robin Barnette

During the 1970s, the Navy was in a period of transition. It was adapting to the all-volunteer concept after years of depending on the draft. It was struggling to cope with the rising use of drugs in society. It was also, with the rest of the nation, trying to recover from the trauma of Vietnam. But just as the 1970s was a time of transition, so the 1980s was a decade of change — change for the better.

Many career Navy personnel are well-acquainted with the "before and after" of the Navy in the '70s and '80s, including the Chief of Naval Operations, ADM Carlisle A.H. Trost.



Photo by PH1(A) Scott M. Allen

Trost has completed 37 years of naval service, and spent all of the past 20 years in positions of senior Navy leadership. He's been in good positions to watch developments and make comparisons.

The mission of the Navy, for example, seemed to expand during the last decade. Sailors were called on to escort oil tankers in the Persian Gulf — counter anti-terrorist activities, as Navy jets forced down the hijackers involved in the *Achille Lauro* incident — provide relief to people hit by hurricanes and earthquakes — support drug interdiction efforts — clean up an oil spill in Alaska. How did this expanded mission come about?

"If you look back at the history of our country, we relied on the Navy to protect our overseas economic and political interests since we first became a nation," said Trost. "We have found that, since the conclusion of World War II, we have been called upon to maintain forward-deployed naval units around the world." These units have been able to react rapidly to crisis situations.

"In the case of intercepting hijackers, no [other service branch] could have done it," he explained, "because units based on land in a friendly foreign country probably would have been denied the capability or would have been told it wasn't prudent for them to react, whereas carrier airborne aviation was on-scene and could carry out that action."

Being at sea is an advantage in other situations, also.

"We're the naturals in drug interdiction, again because we can be out there and sustain our presence for extended periods of time," Trost said.

Environmental issues grew increasingly important throughout the 1980s, and the CNO said the Navy is ahead of the rest of the country when it comes to the know-how of cleaning up oil spills.

"We have heavily emphasized controlling and improving the environment in ports where the Navy's been based," he said. "When the tanker *Exxon Valdez* in Alaska had that very massive spill, we were really the only people who had the capability to respond rapidly."

The Navy immediately sent approximately 80 Navy civilian personnel to the site. They formed a core of expertise to work in the cleanup efforts. Almost all of the containment booms, skimmers and other equipment for



cleaning up the spill in the early phases were provided by the Navy, according to Trost. The Navy also sent amphibious ships to serve as base platforms and provided large numbers of landing craft.

"Some of those are *still* up there, *still* involved in the cleanup operation," he said. "It was a Coast Guard-directed operation, but the predominant on-scene capability began with the Navy and was augmented by the Navy."

Personnel issues were of tremendous importance during the past decade, also.

"In the late '70s, ADM [Thomas B.] Hayward as CNO



Photo by PH1 Perry Thorsvik

talked about the problems we were having," Trost recalled. "The term he used was 'hemorrhage of talent' to reflect the numbers of people who were leaving the Navy." It wasn't lack of job satisfaction that hurt reenlistment efforts, but low pay added to a general lack of support for the military in the post-Vietnam era.

"The resulting drain of people meant that those good people still remaining were essentially overloaded," he said. "They were compensating for the absence of skills that had been lost — there weren't enough petty officers to train the new personnel coming aboard ships and squadrons."

"I think it was the recognition that the situation had to be changed that led to the renewed emphasis by ADM Hayward on personnel matters," Trost continued. "The Navy leadership cared about personnel long before the '80s began. But the 1980s saw the increased emphasis on



Photo by JO1 Mildred J. Tamberg

**Left:** During the 1980s, the Navy saw more sophisticated technology enter the fleet and increased equal opportunities for minorities. **Above:** Mission roles for women sailors also were expanded.

people as the key element for the readiness of the Navy."

Of the many changes he's seen during the past decade, the CNO said the most dramatic involved people and readiness.

"The biggest change is the improvement in overall personnel posture and Navy readiness overall," he said. "It's a much higher quality force than I have seen at any other time in my naval career."

He gives credit for these improvements to several factors, including two pay raises in the early 1980s that helped close the gap between the compensation of active duty people compared to civilian wages. That, combined with an increased emphasis on the welfare of Navy people, was the first step to solving the retention and morale problems of the 1970s.

"Then, with the advent of the Reagan era," Trost said, "we saw increased emphasis on military readiness and on defense preparedness. That in turn was reflected by increased support by Congress and the American people for our military."

It was the combination of increased support for the military — in Congress and in society — and the fact that the Navy was working to improve living and working conditions that brought the Navy to its high state of morale and readiness today.

"All that led to higher retention," Trost said, "which in turn led to greatly increased personnel and naval readiness across the board."



# A look back

Another important personnel issue of the 1970s that changed in the 1980s involved equal opportunity for minorities.

Trost recalled that in the early 1970s ADM Elmo R. Zumwalt Jr. initiated education programs for all Navy people, addressing racial issues and relations.

"The goal was to make everybody part of our one Navy," he said. "I think perhaps that in the late '70s or early '80s we became a little complacent — we said we had 'solved the problem.'

"I felt very strongly when I [became CNO] that we still had some problems and that we were kidding ourselves that we had done a proper and *continuing* job on equal opportunity programs," Trost said. He followed up on his concerns, ordering a study of Navy equal opportunity.

"We thoroughly reviewed where we were," he said, "with the result that we reemphasized command equal opportunity programs, which had started off well but had fallen into disuse in many commands."

An increasing number of women joined the Navy in the past decade, which was a big change in a traditionally

nearly-all male Navy. The CNO sees the impact of women on the Navy as positive.

"They do a good job across the board," he said, "and I think it's helped the Navy's capabilities considerably. We're taking better advantage of the talents of *all* people who are eligible to come into the service."

The recruitment of women, however, brought a new difficulty to leadership and management in the sea-going service: pregnancy. The Navy struggled with this issue in the 1980s. So far, the best answer seems to be education.

"We have attempted through education programs to reduce unwanted — and, in some cases, intentional — pregnancies of young unmarried women," the CNO said. "Education [of both men and women is] a very important part of this process [of reducing unwanted pregnancies]. I also think leadership and command attention is an important element of the process."

Another change in the 1980s was the significant drop in drug use by Navy personnel. According to Trost, this drop was the result of toughness and perseverance by Navy leaders.

"When senior Navy leadership said, 'We are going to knock off drug use because of its adverse impact on our readiness and our people,' the standards were set and the program was enforced," he said. Enforcement was accomplished through both urinalysis and education, "to ensure that people not only knew the hazards of the use of drugs, but to ensure that they knew that if they used drugs we would probably find them."

Combined with a "zero tolerance" stance that meant discharge from the Navy for nonconformists, these factors drove the use of drugs down to the low levels we see today, Trost said.

The past decade also saw a revolution in terms of technology — increased use of computers and high-tech equipment has transformed the Navy. But is the quality of Navy people on par with the advanced technology?

"You need *smart* people for *smart* weapons," Trost stated. "The nation's school systems have not maintained the quality level of education that I personally would like to see, especially at the high school level."

"We have, however, been able to keep abreast," he continued, "because we adjust and tailor our training programs to provide people with the necessary background so that they can properly carry out their duties."

He said the Navy is careful not to let its weapons and other equipment become so high-tech that it's beyond the



U.S. Navy photo

The ballistic missile submarine USS *Sam Rayburn* (SSBN 635) was converted into a moored training ship for the Nuclear Powered Training Unit at Charleston, S.C., to use for advanced technological studies.



capabilities of the men and women who will work with it.

"We put a tremendous emphasis on the fact that the equipment and systems we buy have to be operated and maintained by people who aren't the graduate engineers and PhDs who designed them," Trost said. "We insist that designs be user-friendly."

In addition to making sure its equipment is as simple as possible to use, the Navy also works to improve the skills of its people. Sailors in the 1980s have needed help with basic reading and math skills and are taking advantage of remedial training in boot camp and "A" schools.

"That's a part of making sure that the people we bring in are trainable and educable in the skills we need of them," Trost said. "It's also part of ensuring that people have an opportunity to use their talents. We give them the necessary remedial training to put them up to the starting block on a par with other people coming into the Navy."

One of the biggest stories of the 1980s was the Walker spy case, which resulted in a reduction of security clearances throughout the Navy. Trost believes security is much tighter as we enter the 1990s, but cautions against complacency.

"I don't think any of us would say it's impossible to have another Walker case, because we continue to see periodic cases where factors — primarily greed — lead these people to decide to sell or otherwise compromise our systems or equipment," he said. "One of the beneficial fallouts of the Walker case was that we did in fact reduce the numbers of people who had clearances."

"We also made an effort to reduce the amount of classified material that we have, which could be subject to compromise," Trost continued, "and we made a lot of changes in procedures to ensure better security of that classified material. We changed out a lot of equipment that had been compromised. We changed procedures that had become known and thereby compromised. The net effect should be a greatly improved security posture."

As Trost prepares to retire and step down as CNO at the end of June, he's concerned about something that is of prime importance to the Navy and the other services. It was a key issue during the past decade, and one that underwent significant changes, but it never made headlines. That issue is voting.

"All of our Navy people have a stake in this country's security that goes beyond their immediate day-to-day contributions," Trost said. "As citizens, they have the duty to be informed, to vote their convictions and to ensure the views of the military *as citizens of the United States* are reflected in congressional deliberations."

He pointed out that in the last general election, 96 percent of Navy personnel who were eligible to vote were registered to do so. A somewhat smaller percentage actu-



Photo by PH1(AC) Scott M. Allen

**Always known as a leader who recognizes the vital importance of people, ADM Trost has led our Navy during an exceptionally challenging and dynamic period.**

ally voted, because of deployments and other factors that prevented them from getting absentee ballots.

Trost believes the Navy vote in the last election caught the attention of some members of Congress. "In a number of states, key elections were decided on the basis of absentee ballots," he said. "That's something people should keep in mind — those absentee ballots were predominantly military personnel. So the vote *does* make a difference."

He sees the influence of Navy personnel on Congress through voting as especially important in these days of reduced budgets and declining support for a strong security posture.

The 1980s were significantly different from the 1970s — operationally, technologically and in a wide range of personnel matters. No one knows what the 1990s will bring, but there's one thing you *can* count on: more change. □

*Barnette is editor of All Hands.*



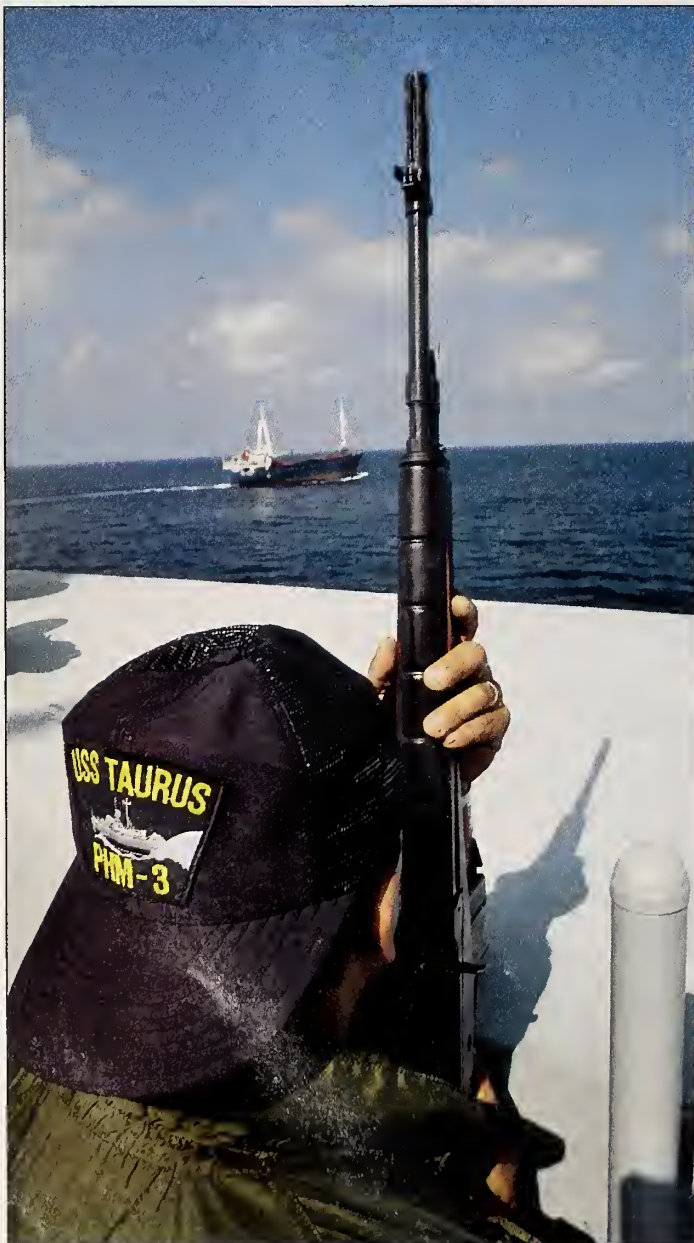
# Hot on their trail

---

*Navy, law enforcement agencies team up to stop drug smugglers.*

---

Story and photos by PH1(AC) Scott M. Allen



Our nation is threatened by an insidious enemy: illegal drugs. In fact, a national security decision in April 1986 declared illegal drugs a threat to national security. The goal of the President's National Drug Control Strategy, issued in January 1990, is to disrupt, dismantle and ultimately to destroy the illegal market for drugs by attacking both the supply and demand sides of the problem. Effective policies must address both.

To combat the costs to society that drugs represent — life, talents, security and money — the military services have been tasked by Congress and the Secretary of Defense to help law enforcement agencies stop the flow of illegal drugs into the United States.

The Navy has steadily increased its support to law enforcement agencies in this effort since 1978.

Navy, Coast Guard, Air Force, Army, U.S. Customs Service, the Drug Enforcement Administration and the Federal Bureau of Investigation have been working together to more effectively accomplish the tough job of drug interdiction.

In February 1989, the Department of Defense established Joint Task Force 4, in Key West, Fla., and Joint Task Force 5, headquartered in Alameda, Calif. Each task force has the responsibility for overseeing DoD anti-drug operations in their respective operational areas.

They focus on detection and monitoring of air and sea drug traffic and assist local law enforcement agencies with DoD assets.

With the development of the joint task forces, each agency gets better acquainted with each other's operational procedures, which helps accomplish the mission of drug interdiction and uses each other's assets to their advantage.

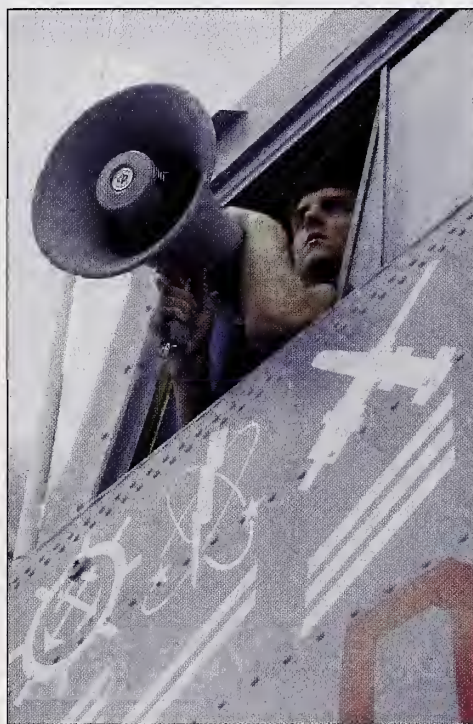
The consolidated efforts of all the agencies involved

A crewman stands by as *Taurus* prepares to pull alongside a merchant vessel for a routine boarding.





A hydrofoil's speed and maneuverability make it a favored platform by Coast Guard law enforcement detachments.



Left: Coast Guard LEDet Team prepares for a boarding inspection of a merchant ship. Above: LTJG D.G. Doherty, LEDet officer, establishes communication with the vessel prior to boarding.

have forced the drug traffickers to change their habits in bringing illegal drugs into the United States.

Over the past 10 years the Navy and Coast Guard team has learned how challenging the drug interdiction mission is. Drug traffickers have access to a lot of money, they have sophisticated equipment and change their methods and routes rapidly after successful seizures by U.S. drug interdiction teams.

"It is an action-reaction game. If we put a boat here they will try and go around it," said LTJG D.G. Doherty, a Coast Guard law enforcement officer. "When they start going around it we react to that. It is a very slow, evolving process."

But can the military alone halt the flow of drugs coming into the United States?

"You will find that we will make a significant impact,"



# Counter-narcotics

Right: The Navy's P-3 *Orion* can stay on-station for extended periods and use its radar to hunt suspected drug smugglers as well as submarines.



Photo by P-1 Chuck Kainbach, USCG

Left: At 10,000 feet, the Air Force land-based aerostat tracks the movement of aircraft and ships along the coast of Florida. Above: Coast Guard Mobile aerostat steams to a new Caribbean operational area.

said Coast Guard VADM James Irwin, Commander, Joint Task Force 4. "We're not going to stop all the drugs.... but I think we will make a very big impact."

The problem with trying to interdict the drug smugglers is that they do not stay in one particular place. If the Navy detects them in one area, the smugglers will move to another area. It's a very tough job with so much coastline to watch.

In 1989, the Navy spent 2,081 ship-steaming days, and 10,001 aircraft flying hours in drug interdiction patrols. The Navy plans to increase ship-steaming days to 3,633 and aircraft flying hours to 40,870 in 1990.

U.S. Coast Guard law enforcement detachments have been using Navy ships as platforms for dedicated counter-narcotics operations since 1982. Navy ships are provided to Joint Task Force 4 and 5 for use in drug interdiction





Above: An E-2C *Hawkeye* crewman tracks vessel movement during drug surveillance operations. Left: The Command Control Center in Miami receives data from aerostats, and radar reports from airborne and surface vessels to monitor the movement of traffic entering the United States.



surveillance platforms, such as maritime patrol aircraft.

The Navy's *Pegasus*-class hydrofoil is favored by Coast Guard law enforcement detachments for use in counter-narcotics operations. "The gray terror that flies" is the nickname given to the hydrofoils by one drug smuggler. He was apprehended while fleeing on a speedboat during a counter-narcotics operation. The hydrofoil boasts high speed and maneuverability in almost any sea condition, enabling Navy crews to catch the speedboats used by drug smugglers.

Navy P-3 *Orions* and E-2C *Hawkeyes*, as well as Marine OV-10 *Broncos* also play large roles in drug interdiction. Their long on-station time and radar capabilities make them perfect surveillance and intelligence-gathering platforms for counter-narcotics operations. The Atlantic and Pacific commands use more than eight other classes of aircraft and six classes of ships in counter-narcotics operations.

The Navy assisted law enforcement agencies in confis-

operations in the Atlantic Ocean, Pacific Ocean and Caribbean Sea.

In addition to carrying law enforcement detachments for apprehension and seizure of drug traffickers, Navy ships use their significant air and surface capabilities over large areas. Their capability to embark helicopters further expands this search area. Their command and control facilities allow them to coordinate the efforts of other



# Counter-narcotics



Top: A *Taurus* sailor stands ready to defend the Coast Guard LEDet and his vessel in case of trouble. Above: *Taurus*' skipper, OOD and helmsman get a closer look at a vessel while on drug interdiction patrol.

cating about 80,930 pounds of marijuana and 1,440 pounds of cocaine in 1989.

Colombia, Bolivia and Peru are the main source-countries for cocaine. Drug traffickers like to use the shortest way to the United States from where the drugs are produced. By sea, the shortest distance is through the Yucatan Channel, the Windward Passage, the Mona Passage and the Antilles Islands in the Caribbean.

The Navy and Coast Guard take advantage of these passages. The Yucatan Channel, for example, is approximately 120 miles wide. It is much easier to patrol 120 miles of water than to cover the entire Caribbean Sea, which is about 1,000 miles wide.

The Coast Guard has had success using their mobile "aerostats" in these areas. Aerostats are tethered balloons that use a look-down radar, which is particularly useful in tracking low-flying aircraft and small boats commonly used by drug smugglers. The aerostats provide continuous marine and air target information to military and civilian counter-narcotics units working in their operating areas. The Air Force has land-based aerostats that fly higher and have a larger radar range than the mobile aerostats, allowing them to track small boats and aircraft along our nation's shorelines.





**Above:** Law enforcement team members talk with a fishing boat skipper. **Above right:** Coast Guard LEDet members take a suspect into custody. **Right:** Possible contraband undergoes inspection.



Photo courtesy of U.S. Coast Guard

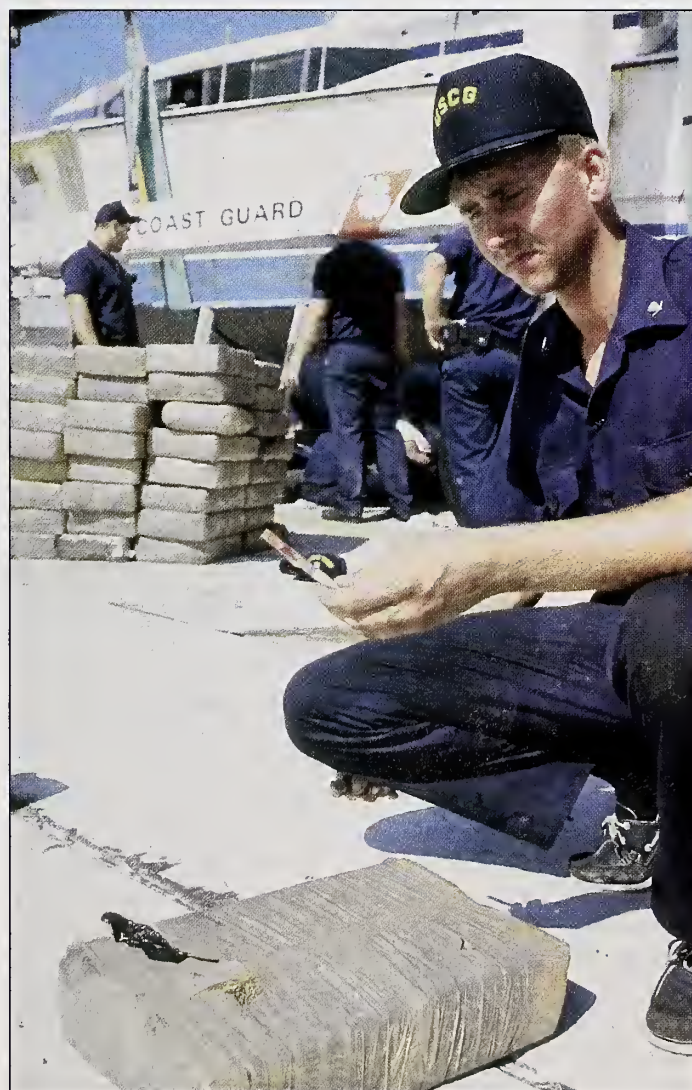


Photo courtesy of U.S. Coast Guard

The use of these and other military assets has disrupted the narcotics trade, denying smugglers the use of many trafficking routes. This progress makes it more difficult for illegal narcotics to be imported.

Secretary of Defense Dick Cheney said that the nation will eventually rid itself of the scourge of illegal drugs through the sustained application of the energy, courage and determination of the American people.

In his Feb. 9, 1989, address to Congress, President George Bush declared:

"Let this be recorded as the time when America rose up and said 'No' to drugs. The scourge of drugs must be stopped...."

Although the men and women of the Navy are but a small part of the nation's counter-narcotics operations, they're playing an important role in the national effort to make the United States drug free. □

*Allen is a photojournalist assigned to All Hands.*



# Navy's drug czar

## *Under SecNav discusses drug interdiction*

Photos by PHI Harold J. Gerwien

*The Navy's "drug czar," Under Secretary of the Navy J. Daniel Howard, recently met with All Hands and discussed the many different aspects of the Navy's role in the war on drugs.*

**All Hands:** How does the Navy compare to society in general in drug prevention?

Howard: We are setting the example for the rest of society — we can re-stigmatize drug-taking. There are some signs that that's taking hold in society at large. Statistics that came out this year are indicative — it's troubling that the number of hard-core drug users has increased, but it is encouraging that the overall number of experimenters and drug-taking has declined significantly. And I hope that trend continues.

**All Hands:** It seems that drug smugglers get wise: They smuggle drugs in on small boats and when they figure the Navy's on to them, they change their methods, using commercial airlines and even merchant vessels. How can we keep being effective?

Howard: Because the pattern of shipping drugs into this country changes, saying that "because it changes we shouldn't do anything," is like saying "because there were 'X' number of murders in this city over the past year we don't need any

police, because they're ineffective." That's ridiculous. We have to make



every effort we can to control the supply, at the same time that we are working on the demand side. We think the two sides are inextricably linked.

We put a lot of resources into the drug testing program we have in the Department of the Navy. We put a lot of resources into preaching the message in the community at large on the demand side. But we have to work the supply side as well.

**All Hands:** In terms of drug inter-

diction, what decisions involving Navy assets are being made at the Navy level and what decisions are made at the Department of Defense level?

Howard: The decision as to which forces to commit, of course, is not the Department of the Navy's decision. The proposals for commitments of forces come in from the Commanders in Chief and that is worked through the Joint Chiefs of Staff chain. I have a responsibility as overall coordinator for our drug interdiction efforts in the Department of the Navy, but that does not mean that I control specific assets. Neither I nor the Secretary [of the Navy] own any of the Fleets. Those belong to the CinCs concerned. So that's where the tasking of the resources comes from up the operational chain.

As to what emphasis we are going to place on it within the department, I do have a responsibility there. I participate in a biweekly coordination meeting with Assistant Secretary of Defense Steven Duncan who is the DoD drug [counter-narcotic] coordinator. We do look at new initiatives. The Southwest border initiative, for example, was discussed at that level. We will devote whatever resources are required — that is very clear.

**All Hands:** The idea of using an aircraft carrier battle group seems to have been nixed, at least for the time



being. But how effective could a carrier be if it were given that task?

Howard: I think that a carrier could be very effective. There are other means that can be very effective. It depends on how many resources you want to devote, for how long a period of time.

There is no question that whenever we come up with something that is effective, that the drug people will cease to try that means of illegal entry and will try something different. For a time they apparently put a lot of their drugs into container shipments. When we started using National Guard troops to supplement Customs officials looking at the containers, they decided to try something else. Very devious people, with a great deal of money at their disposal and totally unprincipled, will try anything.

Would a carrier be an effective tool? Yes. Are the ships that we have down there now effective tools? Yes. Are the AWACS [Airborne Warning and Control System], the E-2C *Hawkeyes*, the aerostats [see story, Page 18] effective tools? Yes. The answer is "yes" to all of the above.



**All Hands:** From your perspective, and as coordinator, how are we doing? Are we winning, losing or holding our own?

Howard: I don't know how you measure that. By several measures I think we are [winning]. The fact that the druggies have to alter their pat-

---

*"I'm going to continue to go out and see what our people are doing on the front lines."*

---

terns of behavior because of our presence there, in my mind is a sign of success.

The public is now aware of the fact that we are working with the Coast Guard, Customs and other law enforcement agencies in trying to interdict the drug supply. That's a plus. That's a sign of success. The fact that the public has a growing awareness of the importance of drug testing programs and of their effectiveness is decreasing the demand side. That's a sign of success.

We have some failures as well. But I prefer to concentrate on the successes. I'm convinced that over time we *must* turn this society around on this issue.

**All Hands:** If you were sitting across the table from an average sailor whose command is directly involved in the drug interdiction effort — someone from a P-3 squadron, or off a surface ship that works with a Coast Guard boarding det — what would you say?

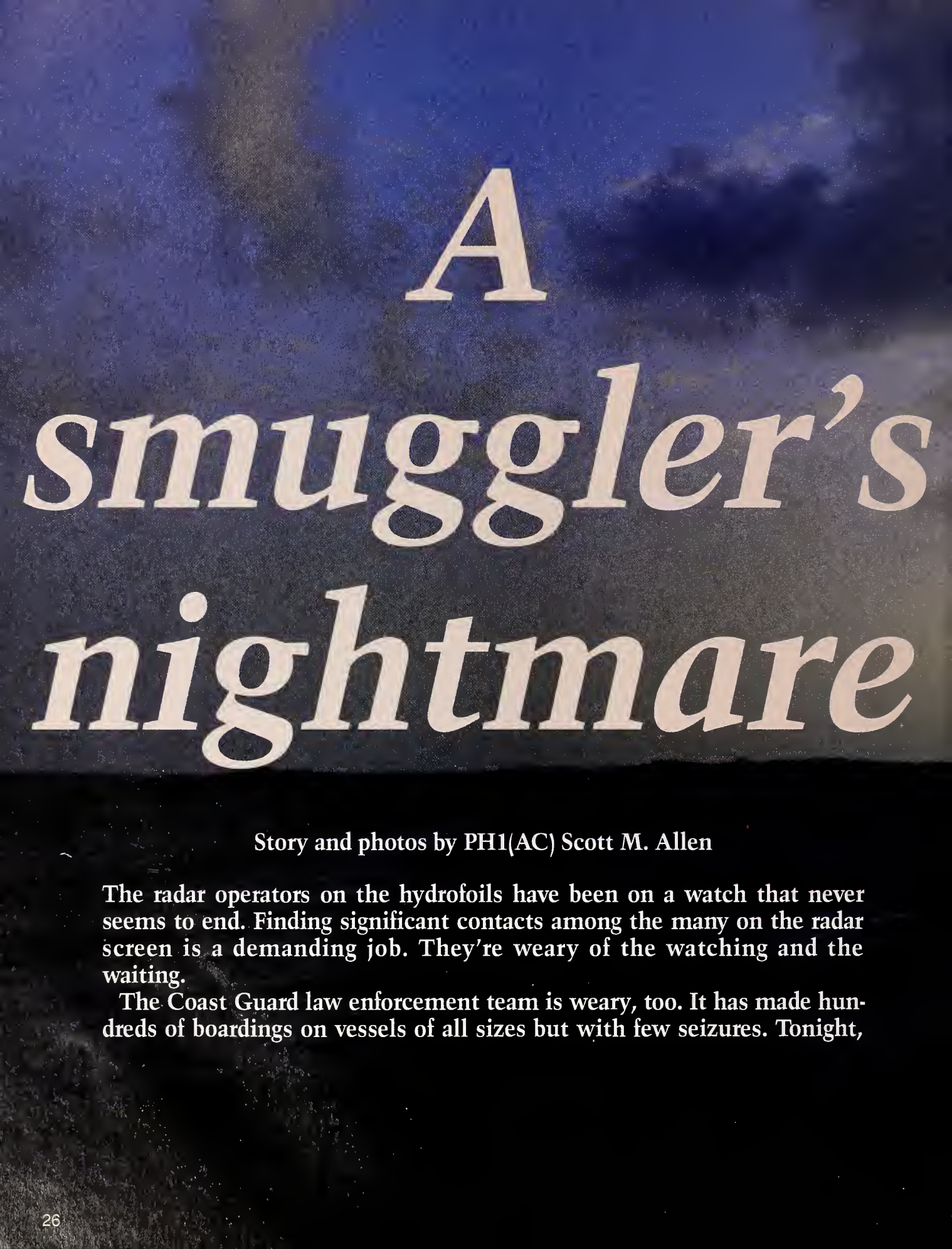
Howard: I would say that the Navy

has been called on to perform thousands of different types of missions throughout the period of its existence. This is but the latest mission that we have been assigned. And we need to carry it out with the same will that we have carried out all those missions in the past. It's important to our country. It's important to our national security. It's worth doing.

It's easy for the sailor to understand who has been involved in a tangible success — where there has been a drug bust. And that is most often in the Caribbean area. But I give that same message to the sailor who is on a ship out working the Pacific side, where it is much more difficult — there is no basin, are no chokepoints to deal with [that make the job easier]. I think that mission is important, as well. Probably less satisfying for the sailor because he doesn't get to see his ship on the evening news or in the newspaper, but equally important.

I've taken some time to go down and look at what we are doing: Coast Guard District 7 in Miami, to Key West, to Roosevelt Roads, Puerto Rico. I'm going to continue to go out and see what our people are doing on the front lines. There is real evidence of effectiveness. The druggies run an intelligence network of their own. The captain of one of the hydrofoils at Key West, said that he had seen evidence of this. Some of the drug boats, some distance away, turn around and head back to their ports when he gets underway with the hydrofoil. One way of interpreting that is that they are too smart for us to catch them. *But they went back home.* They didn't continue to come our way. I don't care how we keep the drugs out of this country, whether it's by actually seizing them, or by deterrent — making it too hard to do — just so we reduce the supply at the same time that we reduce the demand in society. □





# A *smuggler's nightmare*

Story and photos by PH1(AC) Scott M. Allen

The radar operators on the hydrofoils have been on a watch that never seems to end. Finding significant contacts among the many on the radar screen is a demanding job. They're weary of the watching and the waiting.

The Coast Guard law enforcement team is weary, too. It has made hundreds of boardings on vessels of all sizes but with few seizures. Tonight,







# A smuggler's nightmare

however, will be different. Air and surface units will coordinate to interrupt a drug air drop. The question on everyone's mind is this: Will tonight's efforts be enough to get the drugs and arrest the people involved in drug trafficking?

With the establishment of Joint Task Force 4, headquartered in Key West, Fla., the efforts of the Navy, Coast Guard, Air Force, U.S. Customs Service, Drug Enforcement Administration, and Federal Bureau of Investigation were enhanced to interdict and capture drug traffickers. Tonight they have the opportunity to demonstrate how they work as a team.

The Navy hydrofoils USS *Taurus* (PHM 3) and USS *Gemini* (PHM 6), Coast Guard cutters USCGC *Sitkinak* (WPB 1329) and USCGC *Padre* (WPB 1328), take to the seas while Navy E-2C aircraft and U.S. Customs *Blackhawk* helicopters take to the sky. Aboard each ship is a Coast Guard law enforcement detachment consisting of four enlisted and one officer. Their mission — to detect, track, intercept, and apprehend drug traffickers trying to bring illegal drugs into the United States.

The sky is overcast on a hot, muggy Florida night somewhere off the coast south of Key West. The seas are calm as *Taurus*, *Gemini* and the Coast Guard cutters head to the rendezvous site.

The crew on *Taurus* is tense with anticipation. The captain of *Taurus* waits on the bridge for instruction from the on-scene commander for the operation.

The officer of the deck and the helmsman eagerly await orders to go foil-borne and intercept the suspect vessel. The Coast Guard Law Enforcement Detachment officer, responsible for coordinating operations between the captain of the hydrofoil and the on-scene commander, accompanies the skipper on the bridge.

Suddenly, the O1-level lookout spots a low-flying aircraft off the starboard bow. At the same time, the combat information center, responsible for tracking both surface and air contacts, reports to the captain that an aircraft just below the cloud cover is bearing zero nine five.

**Officer of the Deck:** Roger, zero nine five.

**Captain:** Strobe lights on my port beam. Five, six,

seven... 13 flashes from a low-flying aircraft.

Drug runners in airplanes will coordinate with drug smugglers in "go-fast" boats who pick up drugs being dropped. Go-fast boats are commercial speedboats drug smugglers use because of their speed and maneuverability.

**OOD:** One, two, three strobes bearing one one zero.

At the same time, the O1-level lookout reports a small boat directly below the strobes and a Navy E-2C aircraft reports a small air contact heading in the direction of *Taurus*.

Several minutes later, there is a change in the aircraft's pattern.

**OOD:** Aircraft coming in very low on my port bow. Five flashes of light followed by a flare bearing zero nine zero. This is the drop right here! There's another flare.

**Combat:** According to our air search radar, the plane is at five and one half miles at a speed of 100 knots.

*"Aircraft coming in very low on my port bow. Five flashes followed by a flare bearing zero nine zero. This is the drop right here!"*

"The aircraft is coming in low, directly at the suspect vessel — man, I can see this clear as day," said the O1-level watch as he looked through infrared binoculars.

**LEDet officer:** They're probably going to drop the bales now. There they go, we have splashdown. It looks like they are using Chem-lights on the bales so the go-fast crew can see them.

At this time, the on-scene commander orders a delay to give the smugglers ample time to pick up the drugs. The interdiction team wants both the smugglers and the contraband, giving it the evidence needed for a bust.

**Lookout:** The pick-up vessel is moving toward the packages. There must be 10 to 20 bales in the water.

The excitement is building on *Taurus*.

Gunner's mates are standing by in bullet-proof vests and helmets. M-60s are mounted and loaded on the O1-level, both port and starboard, in case there is a need to defend themselves. The law enforcement team members anxiously wait to make a boarding.

*Sitkinak* decides to make the first move by approaching the suspect vessel from the south. Once the people aboard the suspect vessel see *Sitkinak*, they are likely to



# A smuggler's nightmare

head north, right into *Taurus* and *Gemini*.

Word comes from the on-scene commander that if the "go-fast" boat makes a break toward *Taurus* it is to be intercepted immediately.

**Combat:** Captain, radar contact bearing zero eight zero at six miles. Radar shows extensive cloud coverage. We are heading right into the storm.

**LEDet officer:** Sitkinak reports 10 to 20 bales have been fished out of the water by the suspects.

According to the law enforcement officer, there are about 10 kilos of cocaine per bale.

Suddenly, the on-scene commander orders the U.S. Customs *Blackhawk* helicopters to illuminate the go-fast boat. Two very bright beams of light pierce through the pouring rain and light up the suspect vessel.

**LEDet officer:** The suspect vessel is on the run. On-scene commander has instructed the *Taurus* to go foil-borne and move in on suspect vessel. This is it guys, the chase is on!

**OOD:** All hands stand by for foil-borne operations. No one is allowed on the main deck without the express permission from the officer of the deck. Fifty percent foil-borne turbine.

**Helmsman:** Fifty percent foil-borne turbine, aye.

"We are going to be in a tail chase from the git-go," said the captain, as the 265-ton ship raises up out of the water onto her foils.

**OOD:** Left full rudder.

**Helms:** Left full rudder, aye.

**OOD:** Steady course zero five seven.

**Helms:** Zero five seven, aye.

**OOD:** Hang on 01-level. Follow that helo, baby!

Amid the driving rain, the hydrofoils began their pursuit. The only way to keep sight of the go-fast boat is the U.S. Customs *Blackhawk* helicopters and the radar on *Taurus* and *Gemini*.

**LEDet officer:** We have them on our port bow. Don't lose sight of them.

**Lookout:** The rain is really coming down out here. It's hard to keep sight of them.

**Captain:** Stay with that helo.

**OOD:** I got port running lights off my bow, that's the guy right there. Left full rudder.

**Helms:** Left full rudder, aye.

*"The suspect vessel is on the run. On-scene commander instructs *Taurus* to go foil-borne and move in on suspect vessel. This is it, guys, the chase is on!"*

The hydrofoil takes a hard left bank and the crew grabs anything bolted down to keep from falling.

**OOD:** Roll out.

**Helms:** Roll out, aye.

*Taurus* and *Gemini* continue to zigzag

through the water at speeds exceeding 40 knots, in response to the highly maneuverable go-fast boat. The crew's adrenaline is pumped up. For most of them, it's their first drug interdiction.

**Lookout:** There's Chem-lights in the water. There's a bunch of them attached to the bales.

**LEDet officer:** Sitkinak, Sitkinak, this is *Taurus*. We are passing a whole stream of Chem-lights. They're dumping the bales.

**OOD:** Right full rudder.

**Helms:** Right full rudder, aye.

**OOD:** Roll out.

**Helms:** Roll out, aye.

The officer of the deck orders combat to mark the latitude and longitude of the Chem-lights so they can come back and pick up the bales.

**Combat:** Target is heading zero-nine-zero at 40 knots. We are 10 miles and closing.

The two *Blackhawks* continue to illuminate the go-fast boat as it zigzags through the water for more than 15 minutes. The more the boat zigzags, the more *Taurus* and *Gemini* close in.

Suddenly, the illumination of one of the helicopters disappears.

**Lookout:** I lost one of the *Blackhawks*. It just disappeared.

**LEDet officer:** Helo down, helo down, *Gemini* lookout reports to the on-scene commander that one of Custom's *Blackhawks* has gone down.

**Combat:** Captain, I have a surface contact at three-four-zero.

**Captain:** That could be the helo.

**LEDet officer:** On-scene commander has changed



# A smuggler's nightmare

*Taurus' mission to search and rescue. Investigate the surface contact at three-four-zero.*

**OOD:** Left full rudder.

**Helms:** Left full rudder, aye.

**OOD:** Roll out.

**Helms:** Roll out, aye.

The mood of *Taurus'* crew quickly changes from excitement to extreme concern. They know they will have to work quickly because there is no telling the condition of the helicopter crewmen. The weather condition for search and rescue is not favorable and the only illumination is from the ship's spotlight.

**Lookout:** Captain, we are passing debris on our port side. It may be from the helo. I have more Chem-lights off my port bow at about one mile — that could be survivors.

**Captain:** Officer of the deck, land the ship.

**OOD:** Land the ship.

The ship comes to an abrupt stop, as it settles into the water.

**Helms:** Ship is hull-borne.

**Lookout:** Captain, I've got the crewmen in sight off the port bow at 500 yards. They're grouped together waving Chem-lights, but no sign of the helo.

The officer of the deck calls away the small boat detail for search and rescue operations. All nonessential personnel are ordered to remain clear of the main deck while conducting rescue operations.

**Captain:** Let's get those guys on board as quickly as possible.

Within minutes of the helicopter's disappearance, *Taurus* is on scene and has recovered five crewmen, but the co-pilot is still missing.

**LEDet officer:** Sitkinak, Sitkinak, this is *Taurus*. We have recovered five crewmen from the water. There is still one missing. Request search assistance from any units in the area of operation.

Meanwhile, the chase of the drug smugglers continues. *Gemini* reports the drug smuggler's go-fast boat has lost its engines. *Gemini* gets within a half mile before the go-fast restarts its engines. She is in hot pursuit at one-half mile.

*Gemini* runs beside the suspect vessel for more than 10 minutes, but the crew of the go-fast boat refuses to stop. After using every means possible to get it to stop, *Gemini* requests permission from the on-scene commander to fire warn-

ing shots and disabling fire. A few minutes later, *Gemini* cancels that request.

As *Gemini* cuts in front of the go-fast's bow, a wall of water

kicked up by the hydrofoil's water jet floods the go-fast's engines. The suspect vessel stops dead in the water.

The Coast Guard law enforcement team boards the vessel, apprehends three suspects on board. No contraband is found on the vessel. Coast Guard cutter *Padre*, however, retrieves three bales of cocaine from the water. The remaining bales sink before they can be picked up.

The search for the missing helicopter crewman continues through the night and for several days after the incident, but to no avail. It is a sad ending to an otherwise successful mission. The loss of George Saenz, the co-pilot of the U.S. Customs' helicopter, is a bitter reminder of the risks and the challenges faced by drug interdiction teams trying to stem the flow of illegal drugs into the United States. □

*Allen is a photojournalist for All Hands.*

During the past 18 months, the Navy, along with Coast Guard Law Enforcement Detachments and other agencies have prevented more than 163,517 pounds of marijuana, hashish and cocaine from reaching the streets of the United States.

Recently, for example, USS *Fairfax County* (LST 1193) seized 143,000 pounds of marijuana in a two-month period. In the last 10 months, P-3 squadrons, along with ships such as USS *Robert Bradley* (FFG 49), *Blakely* (FF 10), *Dale* (CG 19), *Biddle* (CG 34) and *South Carolina* (CGN 37) have seized a total of 3,808 pounds of cocaine and hashish.



# The nose knows...

## *Navy drug dogs provide excellent deterrence.*

Story by JO3 Marke Spahr, photos by PH1(AC) Scott M. Allen.

Special military members in each of the five U.S. Armed Forces are working hard to deter drug use on military installations worldwide, including aboard ship. They aren't paid any money, although they do get meals and housing.

These service members are military working dogs. They search for drugs in barracks, ships and aircraft. At Naval Base Norfolk, at a commanding officer's request, the K-9 Division of the Naval Base Security Department conducts searches for drugs. In addition to command requests, K-9 conducts random searches.

"When you go through a military gate there is a big sign that says 'anything is subject to search,'" said Chief Master-at-Arms Lisa Albuquerque, military working dogs program director for Commander in Chief U.S. Pacific Fleet, Pearl Harbor, Hawaii.

Albuquerque, in Washington, D.C. for a security conference, said, "Anything on a military base is accessible to the dogs."

Only the CO and someone from a security billet assigned to a command or unit knows about a drug search ahead of time.

During one barracks search at Naval Base Norfolk, two handlers walk their dogs past a group of unhappy occupants who've unexpectedly had to leave their rooms. The handlers divide the building in half and begin searching.

"Seek," says John Munden, to his dog, Ruby. Munden is a detective who has worked for K-9 for almost 30

years. The dog begins searching a room for drugs. She knows if she finds them she will be praised and rewarded.



**"Baron" has been an active drug dog for more than 10 years.**

No drugs so far.

To break the monotony of the so-far unfruitful search, Munden hides a drug training aid in a room while Ruby waits in the corridor for her cue to begin sniffing.

"Seek," he says and leads tail-wagging Ruby into the room. She sniffs up and down every corner and seems to enjoy this hide-and-seek game.

Ruby's nose catches the drug's scent, follows it to its strongest point,

sits and looks up at Munden. She's found the drug he hid in the dresser.

"Good girl, Ruby!" Munden says as he pulls a doggie treat out of his pocket and pats her head. "People say dogs don't get bored," Munden says, as he removes the training aid from the drawer, "[but] giving her something to find keeps her interested." Ruby is a friendly, excitable Labrador retriever. Munden says she's not the most obedient dog, but during a drug inspection "look out." Ruby enjoys her drug-detecting games. Munden says if there is a drug to be found, his dog will respond to it.

Aboard ship a drug search is more difficult. The dogs don't always want to climb diagonal ladders and can't climb vertical ladders.

"You have to use a sling designed for military working dogs," said MA1 Floyd Brown, assigned to K-9, "and carry them up and down."

MAC Albuquerque says that smaller ships and submarines pose even greater problems. "I have personally tried to get a German shepherd down into a submarine," she said. "By the time we got down the ladder he wouldn't have searched if I had begged. He just sat there." Albuquerque said a lot of submarine bases utilize smaller breeds of dogs to search for drugs.

People try to hide the scent of drugs from narcotic-sniffing dogs. They've tried sealing drugs in zip-lock sandwich bags, coffee canisters and other air tight containers. In addition to that, they often spray perfume and room deodorizers, burn incense,



# Drug dogs

sprinkle pepper around their hiding places to make the dog sneeze, surround baggies with coffee and seal them up in several containers ... the list goes on.

Hiding the drugs, however, is simply a waste of time. Dog handlers have heard about all the tricks and train their dogs accordingly — the dogs are finding the drugs through pretty imaginative cover-ups.

"We use 'classical conditioning' and 'successive approximation' to train the dogs," said Naval Station Norfolk Kennelmaster MA1 Mark Blasen. "This combines a cue word with a body motion, then a reward."

The amount of time and work handlers put into training their dogs determines the success they have during a drug search.

"There are dogs out there that are

just phenomenal because their handlers said to themselves 'I don't care what the minimum standards are,'" said Albuquerque, who participates in the annual validations for military working dogs on Navy installations around the world. "My dog and I are going to be the best. I'm going to think the way people who use drugs think — I'm going to use my imagination."

"When the movie 'Beverly Hills Cop' came out," said Albuquerque, "everybody was hiding drugs in coffee. That's all well and good, because the dog handlers saw the movie too. So, they hid their drug training aids in coffee and trained their dogs to find it."

"We have access to drug training aids from the Naval Investigative Service's chemists," Albuquerque continued, "and we trade information back and forth with the Drug Enforcement Administration and other agencies like that which will tell us of any new trends. If there is a problem in any area with certain drugs, the dogs' training can be tailored to those areas."

The extra hours put into training

have proven successful.

"The biggest bust we had on base happened last year on a Merchant Marine ship," said Ron Koenig, a narcotics detective at K-9. "MA1 Blasen's dog responded to a locker in the state-room. The man, a civilian, was on leave so we got permission to cut the lock off from the Master of the ship."

"The dog sniffed a briefcase in the open locker and sat," Koenig said. "I was walking down the hall with [my dog] Baron when they were carrying the briefcase into the hall." His dog also responded to the briefcase when commanded to "seek."

The briefcase was impounded as evidence and turned over to the Naval Investigative Service. When a search warrant was issued and the briefcase was opened, they found approximately 58 grams of cocaine. "If a dog responds to a locker we try to get permission to open the locker and search," said Blasen. "If the person who owns the locker isn't available we get a search warrant and do a complete inventory of the contents."

The dogs almost always find drugs if they're present. "All the narc dogs you see are at least 90 percent effec-



Photo by JCS Mark Spahr

Above: Navy civilian detective John Munden and "Ruby" climb a ship's ladder during a drug inspection. Right: Even if MA1 Brown and his dog don't find drugs, Brown says they're still a good deterrent.



Photo by JCS Mark Spahr



Below: MA1 Donna Kellum says the potential "bust" keeps her and her dog motivated during searches. Right: "Your attitude runs down the leash," said MA1 Brown as he and his dog wait to begin a drug search.



tive," said Blasen, "same goes for the handlers."

The relationship between handler and dog and the mood the handler is in makes a difference in how effective the dog will be during a search.

"Your attitude runs down leash," said MA1 Brown. "If I'm not in the mood to work, my dog won't be." As he waits to search an incoming air-

craft at NAS Norfolk, Brown plays with his dog through the window of his vehicle. It's obvious they enjoy working together.

"There has to be a special bond between the handlers and the dogs," said Albuquerque. "If handlers aren't spending extra time with their dogs, giving them the affection they need or just having a good time working

with them — the dogs can sense it — and they won't be as effective as they can be."

Most dog handlers find their role in drug interdiction rewarding.

"I enjoy my job," said Brown. "When we don't get a bust I feel I'm a good deterrent." □

*Spahr is a writer for All Hands.*



# Users beware

## *Master-at-arms prevent drug use.*

Story by JO3 Marke Spahr

A boatswain's mate seaman sits at her new desk. After making all the appropriate rounds, she is now checked-in and seems excited to start her first day at a shore command, working "normal" hours.

Co-workers stop by frequently to meet the new sailor. She greets them with a welcoming smile. To them she seems a little naive, but likeable. Invitations to lunch, rides home after work and weekend parties regularly land on her desk. She accepts many and already feels like a part of her new command.

The situation is developing according to plans.

While attending a party a few months later at a co-worker's apartment, the BMSN spots a handful of military people passing around a small pipe. They each light it, and re-light it with what looks like a cotton swab and take turns smoking from it. She keeps mental notes of who's smoking what appears to be crack cocaine. Later during the party she is offered a "hit" from the pipe. She declines, but remembers who offered.

Monday at work, a sailor recognizes the BMSN from a previous command and mentions it to her. But he doesn't remember her as a BMSN — last time he saw her she was a master-at-arms.

Our BMSN is really an MA working undercover. Because she has been recognized, she is pulled back to her own office for her personal safety. But leaving that command

hasn't made her assignment any less valuable. From the few months she spent undercover she has enough information to "bust" the drug abusers.

One by one, suspects are called in to her office to be interrogated. They are shocked when they see the BMSN wearing an MA's uniform. She doesn't look very naive anymore.

This is just one example of how the Navy is fighting the United States' "war on drugs." In this case, a master-at-arms was working for the Naval Investigative Service because there was reason to believe people at that command were involved with drugs. NIS provided the MA with an entirely different identity — including a made-up service record and identification card.

When personnel are charged with drug use at Naval Station Norfolk, the Chief Master-at-Arms office turns over the information to the commanding officer of the person who's been charged with the offense. The question of that person's Navy future will be answered at Captain's Mast.

If sailors are E-5 and below and considered treatable, their commanding officer may assign them to a Level II or Level III treatment program. A punishment you could receive for drug abuse at non-judicial punishment is 45 days restriction, 45 days extra duty, forfeiture of one half of your pay for two months and reduction in rate.

Level II treatment is for drug abusers: people who are occasional users,

but aren't addicted. It provides four weeks of half-day, outpatient care, and the clients are tested regularly for drugs. Level III treatment is more serious treatment for drug-dependent sailors. These members spend four weeks as inpatients at Naval Alcohol Rehabilitation Center, Miramar, Calif., the only place where sailors receive this treatment. In most cases, "zero tolerance" prevails and there is no second chance for offenders of any rank or rate.

Masters-at-arms and sailors from other ratings working in MA billets play a big role in internal Navy drug interdiction fleetwide.

"We're not bad guys looking for someone to bust," said Boatswain's Mate 3rd Class Tammy Hibbert, who's worked in a security billet at the NavSta Norfolk Chief MA office for two years. "We're here to fish out the facts and protect people who aren't doing wrong."

"We're very versatile with the things that we do," said MA1 Audrey J. Warren, leading petty officer of the Chief MA office. "Our command focuses a lot on drug interdiction, from the urinalysis program to conducting investigations."

"Even though there's zero tolerance for drugs in the Navy," she said, "some service members still want them and, unfortunately, they're readily available to anybody."

The drugs may be easy to get, but the Navy is aware of the problem and users will get caught. Last fiscal year





more than 20,000 potential drug users were identified through urinalysis testing. Navy drug laboratories send the urinalysis test results to the sailors' COs who decide what happens next.

The urinalysis program at the naval station is thorough. The Chief MA office tests at least 10 to 20 percent of the station's personnel, who are monitored at random. The program has proven successful.

When sailors are caught, they are interrogated. Often they have information that leads to further investigations.

"If you get somebody on a urinalysis, it will escalate," said Warren. "One person may give us three names, the three other people could give you three new names each.

"If they know only the first name of someone and approximately where the other person lived or worked I will use the information on the next person I talk to," she continued. "I'll ask, 'What about Bob?' and the person will tell me Bob's last name or something else I may need. I get a lot of leads from each person."

Not everyone who tests positive for drugs will immediately admit they've done anything wrong.

"There are very few people who don't admit guilt," said Warren. "But,

the ones who don't will say they absolutely 'didn't do it' until we offer them a chance to take a polygraph, or they get in front of the base XO and then they suddenly remember, 'Oh yeah, I spoke with my friends, they said they put the drug in my drink, or cigarette.' That's the usual excuse."

"The hardest part of questioning a person charged with drug use is when they start crying and denying they did it," said BM3 Hibbert. "I really want to believe them. In most cases, though, their denial stories don't add up and they later admit it.

"But, if I have any reason to believe they aren't guilty and facts support my theory, I will try twice as hard to prove their innocence."

Though Hibbert says her job isn't an easy one, with paper work from some investigations taking several hours a week, Hibbert says there is nothing she'd rather do. "It's a challenge finding the truth all the time," she said, "but I've always wanted to work in law enforcement."

If someone from a ship is named during an interrogation the Chief MA office will contact the MA office aboard the ship.

"We're a small group of people," said Warren, "and I know a lot of the ship-board MAs. We'll let them know

what we know about the case and let them follow it through."

It's not unusual for civilians to be named during an interrogation.

"With the civilian community we have no more right than the next person out there as far as law enforcement," said Warren. "We'll tell the base police what we know and they will inform the civilian police." From the information compiled in reports based on interrogations it's decided who will take the case — NIS, base police or the Chief MA office. If the Chief MA office takes it, surveillance operations are set up.

"Every day we check 'desk blotters,' a typed chronological report of unusual activities on the base," said MAC(SW) Linwood J. Ellis, naval station's chief MA. "We then let the base police know we're going to do a surveillance of where we've had reports of trouble. We watch what's going on from where we can't be seen and look for people standing where people don't usually hang out, like in un-lit areas.

"When something illegal is happening, depending on the circumstances — whether or not it's a long-term investigation being run by NIS, for example — the MA will call base police for back-up, make apprehensions, write reports and turn over all the information to the COs of the people who are charged," said Ellis.

Another way the MAs deter drug use and crime is by simply getting out of the office and showing their faces around the naval station. They get to know personnel and gain the confidence of the community.

"I think fewer people are using drugs," Warren said confidently. "There is a decreased number of people who are testing positive for drugs and we're testing the same number of people — they know we're out there." □

*Spahr is a writer for All Hands.*



# Drug interdiction in the Pacific

---

## *West Coast sailors play key role*

---

Story by Jan Kemp Brandon

Those who would deal in illegal drugs now face their most capable enemy: the U.S. Navy. Using advanced technology, Navy units are working with civilian law enforcement agencies to help stem the rising tide of dangerous narcotics being brought into the country.

In the late 1970s, the Navy's counter-narcotics operations program got its start with assistance from the National Narcotics Bureau Interdiction Systems Organization, known as NNBIS. The basic mission was air surveillance with the use of E-2C *Hawkeye* aircraft. The E-2C is the U.S. Navy's all-weather, carrier-based, tactical Airborne Early Warning and Control System platform.

Surveillance was done from the Pacific Ocean into the Arizona-New Mexico area. NNBIS was utilized by U.S. Customs Agency officials who briefed the E-2C pilots on what they had to look for.

"We were to look for a particular profile and pick out a potential drug-running aircraft," explained CDR Frank Clark, the assistant E-2C operations officer for Fighter Airborne Early Warn-

ing Wing Pacific.

By 1986, with the needed intelligence information becoming much more sophisticated and better organized, "we began to monitor or track the suspected drug carriers and then we were able to send our contacts over to NNBIS or Customs to be investigated," said Clark.

Then in 1989, Joint Task Force 5 was formed on the West Coast to coordinate DoD support for the civilian and military effort in drug interdiction.

According to LCDR Craig McDonald, officer-in-charge, Carrier

Airborne Early Warning Squadron 88, JTF 5 was organized so that intelligence could be consolidated and information shared.

"When we first started flying E-2s it was very easy to find vessels. Now, the drug traffickers have had to change their tactics," said McDonald. "E-2s are making it harder for them to get their drugs into the country."

Airborne detection of drug smugglers, according to the President's 1990 National Drug Control Strategy, is accomplished by ground-based radar and radar on board aircraft. This advanced radar technology has made



Photo by PHT Don Isenberg

NAS Moffett Field-based P-3 *Orion* collects data on a merchant ship off the California coast. The long-range patrol aircraft frequently keep tabs on coastal shipping operations.



long-range detection possible on all shipping and air contacts.

"The impact is really being felt in the kinds of places that we have been going," said LCDR Steve Walls, officer-in-charge, Detachment Helicopter Squadron Light 33. "It's now known by these drug smugglers that the Navy is involved, and when they see the Navy they think twice."

Sometimes everything goes according to plan and everyone has the correct information.

"You've got all the input fused together," said Walls. "You've got your brief on the 'big picture' on how things will happen, what the vessel looks like and what they're carrying. When that happens, it's exciting, because you know you're doing something. Even if you don't find the guy, at least you know you've had the best chance."

"If you did those types of ops all the time, it would be extremely valuable," said CDR Clark. "But, it takes a tremendous effort. I see JTF 5 going in that direction, but it takes a lot of intelligence — and a lot of luck to know where the needle in the haystack is going to be."

The Navy's long range anti-submarine warfare patrol aircraft, the P-3, operates communication and sensor systems especially effective for long-range capability. The aircraft can quickly search a large area, locate and identify a possible drug-smuggling vessel or plane.

The E-2C's and the P-3's main objective is surface surveillance. They work with Navy *Vikings*, *Seahawks*, *Tomcats* and others, along with Coast Guard HU-25s and an assortment of Navy and Coast Guard ships.

CDR Fred Gay, CO of Patrol Squadron 47, said the P-3 squadrons provide data on a specified area and report any unusual activity to JTF 5.

The tactical coordinator on the P-3 works in conjunction with the sensor operator using preflight intelligence and inflight data to determine which radar contacts should be investigated.

The E-2Cs evaluate contacts and help vector Navy or Coast Guard ships to intercept suspect ships or aircraft.

The E-2s also expedite the use of the interceptor aircraft.

"We can direct them to the ships," Clark continued. "This way, we're getting the maximum use of an interceptor in the short amount of time he's

airborne, rather than having him search all the open water."

"Interceptor aircraft don't have the same radar range that our system has," explained CDR Dave Geubert, CO of VAW 88 Reserve Squadron, Naval Air Station Miramar, Calif. "Therefore, we are able to look at the entire surface and air picture and vector the

## The key is intelligence

Story by JO1 Bill Miles

On television, they wear jackets with the words POLICE or SHERIFF emblazoned across their backs. They break down a crack house door — chase the bad guys — are interviewed on national television.

When DoD plays its part in the nation's counter-narcotics efforts, military members don't get such publicity. But that doesn't mean they are less dedicated or have an insignificant role in anti-drug operations.

"We won't see our names in lights, but we do play an important part in the counter-narcotics strategy," said Coast Guard RADM William P. Leahy Jr., Commander, Joint Task Force 5. JTF 5 is DoD's anti-drug surveillance command in the Pacific.

Besides the detection and monitoring of drug smuggling, JTF 5's mission, according to Leahy, is to support other law enforcement agencies with DoD assets to carry out their missions, and to also provide, within the law, intelligence and information to other law enforcement agencies in the execution of their duties.

"We are proceeding very well," Leahy said. "We're operating 24 hours a day now. We interface with 10 to 20 commands each and every day. We have assets out there under



U.S. Coast Guard photo

**USS Ainsworth (FF 1090) and a Coast Guard cutter team up to patrol the waterway.**

our tactical control working for us, both surface and air."

Some vessels are assigned to JTF 5 and are fully dedicated to the drug mission. JTF 5 has tactical control over those vessels and provides them with patrol orders and the latest intelligence prior to sailing. In addition, all Navy ships in the Pacific have a copy of the suspect vessel list, including 7th Fleet ships operating in the Western Pacific and Indian Oceans.

Another part of JTF 5's job is to act as a clearinghouse for anti-drug intelligence and information.

"We're taking intelligence from law enforcement and DoD intelligence agencies and fusing it," Leahy said. "With analysts putting all the pieces together, we can probably come up with some good hard intelligence to work on. That's what we're looking for."



# Pacific drug interdiction

Even a weekend boater can be boarded and inspected at any time.

interceptor aircraft or the interceptor ship to these different targets."

Geubert also adds that as reserves his crews supplement active-duty personnel on the weekends to make sure the entire window is covered.

"Our mission is to go out and look at military targets — relay their position, who they are, where they come from," said Walls. "But really, we're doing the same thing, except now we're looking at civilian contacts, primarily, and passing some very similar information back to the ship."

"On a typical mission, we may go out and search an area for several hours before coming back to base," said LT Rich Alexander, Air Anti-Submarine Squadron 38. "Our role is to provide our operational chain of command with locations or possible contact reports on vessels that may be carrying drugs."

When a ship fits the description of what the chain of command is interested in, then pictures are taken.

"Contacts are photographed and positions are marked along with their course and speed and then relayed to our chain of command," said LT Bill Borders, VS 38.

"We're just a small piece of the pie in the whole interdiction effort, said Alexander, "and I am glad to be able to participate in it. The military is an asset that has the capability, both from the hardware standpoint and a training standpoint. I am glad to see us being used for it."

CDR Clark thinks it's an intelligent approach to do what we can with what we have, based on the information we have. "The haystack is so big and the needle so small, that you can't get all of them," he said. "We're doing things we can do, and we stand ready to help." □

*Brandon is a writer for All Hands. Information for this story was provided by JO2 John Joseph, NIRA Det. 5, San Diego.*



Photo courtesy of U.S. Coast Guard

Intelligence is passed on to one of the three main law enforcement agencies that JTF 5 works with — U.S. Customs Service, the Coast Guard or the Drug Enforcement Administration. They act on the information and make the arrests. The Posse Comitatus Act, passed by Congress shortly after the Civil War, prevents the military from functioning as a law enforcement agency. Thus, DoD's mission is strictly a supporting role.

The law enforcement agencies and JTF 5 are trying to stop the flow of drugs into the United States from different locations all around the Pacific and Indian Oceans.

"Our area of responsibility... goes from the West Coast of the United States west to the southern tip of Africa," Leahy said. "It includes the Golden Triangle of Burma, Thailand and Laos, and the Crescent Triangle of Pakistan, Iran and Afghanistan ... which are major sources of drugs."

Trying to figure out how much JTF 5 may be helping to slow this flow of drugs into the country is hard to measure.

"How do you measure interdiction?" Leahy asked. "We do know that the drug guys have changed their *modus operandi* — we know that, so we must be doing something right. That might be one way

to measure job success."

The admiral said another way to measure success in intelligence gathering is the response of the agencies who use the information.

"Those agencies keep coming back for more, and if you don't provide them with what they want, they're not going to come back," Leahy said. "I think we have been successful in our mission and I think we will be more so as the interaction and the cooperation continues to get better and better."

The interaction and cooperation have already reached a high level. The people involved in the effort to prevent drug importation understand that coordination is one of their most important tools.

"Contact with law enforcement agencies is more frequent," he continued. "The contact is on a daily basis. They know we're here, not to grab a 'share of the spotlight,' but to assist them and to support them with either assets or with intelligence."

You may not see them on television, but with little fanfare, JTF 5 works with other agencies gathering intelligence to counter drug smuggling. □

*Miles is assigned to Public Affairs Office, Naval Base San Francisco.*



# Operation Just Cause

## *Navy support vital to Panama action*

Story by Jan Kemp Brandon

The morning of Wednesday, Dec. 20, 1989, people across the nation woke with surprise to the news that the United States had just sent troops into Panama.

At 1 a.m., according to White House sources, "the President had directed U.S. forces to execute a pre-planned mission in Panama to protect American lives, restore the democratic process, protect the integrity of the Panama Canal treaties and apprehend General Manuel Noriega."

Code-named *Operation Just Cause*, the action involved approximately 11,000 U.S. service personnel who combined forces with the 12,000 military members already stationed in Panama.

For quite some time the tension in Panama had been building. Noriega was indicted by two federal grand juries in Florida on drug-trafficking and corruption charges. Then came the questionable national elections in which the strongman put down his opponents with brutal force.

"We tried for more than two years to resolve, by peaceful means, the difficult relationship that had developed with the government of Panama," said Secretary of Defense Dick Cheney.

In addition, military personnel and their families who ventured off base were sometimes harassed by the Panamanian Defense Force. Although most of these incidents were not serious, it made people anxious and life uncertain.



Photo by Spec. John R. Morland

The situation came to a head when the pro-Noriega legislature declared Panama to be in a "state of war" with the United States. A day later, on Dec. 16, the shooting death of an off-duty unarmed U.S. Marine lieutenant, and the beating and harrassing of a U.S. Naval officer and his wife finally pushed the United States to take action.

Many of the military personnel at Naval Station Panama Canal, which is situated on both sides of the canal and across the waterway from Panama City, were notified just prior to the operation.

Seaman Apprentice Kellie L. Rode, assigned to the Public Affairs Office,

**An urban area turns into a "combat zone" during *Operation Just Cause*.**

was awakened at approximately 11:30 p.m., Dec. 19, by Master Chief Master-at-Arms John Galstad and Auxiliary Security Force personnel at her off-base bachelor enlisted quarters, located 20 minutes from the base and on the east side of the canal. She, along with other enlisted personnel, were brought back to Rodman, a more secure area, to spend the night.

"I was kept awake most of the night by the bombing and gunfire," said Rode. "I was excited because nothing like this had ever happened to me before. I can't say I wasn't scared,



# Operation Just Cause

though. I think anyone would get scared during a war."

The Auxiliary Security Force, with 27 enlisted personnel and one officer, has had special training in dealing with crisis security matters. When activated, the Auxiliary Force augments the number of security personnel on base.

LCDR Ken C. Purdy, the Naval Station's supply officer, was called by the base XO to report back to work at 11:30 that evening. But the call came as no surprise to him.

"We spent the previous night assisting Navy SEALs with their arrival at Howard Air Force Base and getting them settled on the barracks barge," said Purdy.

Others, unaware of the pending action, woke to the sound of gunfire during the night.

"In the early morning hours, I was awakened in my quarters at Fort Amador by live fire on three sides of me," said LCDR Sara Leasure-Nel-

son, director of medical/dental services at NavSta.

"Gunfire came from The Bridge of the Americas on one side, the PDF barracks on the other side," she said, "and the Comandancia, PDF headquarters, was in flames just outside my living room window."

Days prior to the invasion, Navy personnel were put on Personnel Movement Limitation Delta, which restricted them from all public places and permitted travel only between U.S. facilities and installations and on routes that were patrolled by U.S. military personnel. However, the evening of the 19th, PML Echo went into effect as soon as the invasion started. "Echo" meant you were to stay put wherever you were.

"I received no official notification, though the days before the 20th gave informative innuendos by the presence of new and specialized units and intriguing, unique requests for supply or support," Leasure-Nelson said. "My first official notification was via the U.S. armed forces radio broadcast."

Fort Amador is informally divided into two sections, lower and upper Amador. Lower Amador, which is about 100 yards from PDF buildings, was being evacuated as U.S. troops made a complete sweep of all the homes.

"There was a lot of gunfire and bombing in that area during the sweep," said ENS Kristin A. Reynolds, NavSta PAO.

At the same time, Panama-based U.S. naval forces, under the command of RADM Gerald E. Gneckow, Commander, Naval Forces Southern Command, were tasked to provide patrol craft to escort ships through the Panama Canal and to conduct patrols along the waterway as far north as the Gatun Locks, approximately 35 miles from Panama City. The Naval Small Craft Instruction and Technical Training School, which trains sailors from Latin American nations, was tasked to provide boats and crews to

accomplish this mission since all naval special warfare forces were otherwise committed.

Consequently, about 40 of NavSCI-ATTS instructors and sailors were responsible for protecting canal shipping throughout the operation. Waterborne patrols and escorts were on alert to thwart attempts to disrupt shipping, according to CDR Robert E. Nelson, NavSCIATTS' CO.

Navy family members and U.S. civilian employees all over Panama were taking cover and waiting out the night to see what the next day would bring.

"We were watching television when we heard gunfire," said Pat A. Gneckow, wife of RADM Gneckow. "We hit the floor. The gunfire sounded like it was in the yard. We spent the night with metal coverings on the windows listening to the constant gunfire."

"Around 2 a.m., Army soldiers came around knocking on doors, saying 'This is not an exercise. Stay away from windows and douse the lights so soldiers won't be silhouetted.'"

"At first light," she continued, "I could see people huddled under the carport in the house across the street. These buildings have carports that comprise the entire ground floor. Therefore, the houses are built on stilt-like foundations. During the night, they had tried to get across the street, but there was too much cross-fire."

By early morning, approximately 50 people moved from the carport into the Gneckow's house. Fortunately, Mrs. Gneckow's daughter-in-law, who had spent the night there with her two children, had extra formula and diapers to share with the babies that came with the influx of house guests.

"My biggest worry," said Mrs. Gneckow, "was that someone might get hit by ricocheting shrapnel or bullets. The curtains were kept drawn and everyone kept their heads down."



During the military operation, a medical helicopter prepares to land a safe distance away from the action.





DoD photo

**A blindfolded and restrained Panamanian Defense Force prisoner receives a drink of water from an MP.**

By nightfall everyone returned to their own homes.

Others were not so fortunate to be with friends or family when the fighting started.

"I was alone and the electricity had been cut off. I don't know by whom," said LCDR Leasure-Nelson. "But I prepared for evacuation or flight, whichever became necessary. I waited and watched."

On Dec. 22, Leasure-Nelson was able to return from Fort Amador to her unit at Rodman and become involved in support efforts, along with other available personnel, for sailors and Marines and their families.

Although Navy personnel remained on Echo alert until 3 Jan., the day Noriega surrendered, they were not as restricted during the daylight hours.

"We delivered messages," said Leasure-Nelson, "baked goods, coordinated volunteer efforts and arranged for transportation, depending on the need."

Other sailors supported *Operation Just Cause* in a variety of ways, such as standing watches, working with the media center, guarding Panamanian detainees, providing security and supplying fuel.

Fuel was just part of the essential support provided during this mission. Fleet support is what Naval Station Panama Canal is all about. Usually, more than 586 people provide that support to U.S. Navy and other vessels, and to operational tenant commands aboard the station.

Of that number, however, 436 are civilians, and 28 sailors serve on the Auxiliary Security Force during any crisis situation. So on the day of the operation, approximately 120 active duty support personnel suddenly found themselves responsible for roughly 1,600 sailors and Marines involved in combat operations and station security.

The galley had only eight people working during the first 33 hours of the invasion. The galley not only remained open, but the crew turned out three hot meals a day. The food service crew was reinforced with six volunteers by Thursday morning, and by Friday night, midnight rations were available from 11 p.m. to 2 a.m.

But the greatest coup of all was Christmas dinner. Turkey, ham and roast beef, with all the traditional trimmings, were served to 2,100 people, including 1,100 complete

dinners sent out into the field.

To add a little flavor of home, volunteer Pam Clifton organized people to bake cookies. "I collected about 20 dozen just from my street alone!"

At the galley, Mess Management Specialist 1st Class Ginny Huddleston said, "I want to thank all the people who came over here of their free will, because they really helped. We wouldn't have been able to make it without them."

"*Just Cause* was a classic example of one team, one effort," said CDR Richard Kelly, NavSta's XO.

Prior to *Operation Just Cause*, life in Panama had become increasingly uncomfortable for sailors and their families. Since *Just Cause*, life has improved somewhat.

"Life is a lot less tense now," said SA Rode. "You don't have to watch who's behind you, but it's still not as safe as everyone would like it to be."

The factor of risk is always there, but, "overall, it certainly is much better, knowing that if you go off base, you will not be stopped by the PDF and harrassed," commented Purdy.

But some feel that life in Panama continues to be uncertain even after the operation.

"Like a body recovering from a debilitating trauma, there must be a convalescent period with constant supportive therapy," concluded Leasure-Nelson. "Panama must now grow to pay the daily price of democracy to gain and maintain her national strength." □

*Brandon is a writer assigned to All Hands. Contributors to this story: ENS Kristin A. Reynolds and Pat Walker, Public Affairs Office, Naval Station Panama Canal.*



# Women veterans honored

## *Memorial planned for women who served*

Story by JO1 Milinda D. Jensen and JO1 Dennis Everette

There's an estimated 1.2 million living women veterans and more than 200,000 serving in today's armed forces. A law authorizing construction of a memorial to recognize the contributions of military women — past and present — paved the way for the creation of a foundation to raise money for the memorial in Washington, D.C.

"For the first time in the history of this country," said retired Air Force Brigadier General Wilma L. Vaught, "there's going to be a memorial in our nation's capital to honor the women who have done so much to make this country great." Vaught is president of the Women in Military Service for America Memorial Foundation, Inc.

Arlington National Cemetery Memorial Gate area will be restored and integrated with the women's memorial. The design features 10 triangular glass spires lining a hemicycle-shaped building. Architects say the spires commemorate the role of women who served in the military and symbolize their contributions. To symbolize the passage of women through barriers that have existed in the military, architects designed stairs passing through niches in the hemicycle and ascending to the upper level of the structure.

A computer register will have the names, records of service, photos and memorable military experiences of each registered woman's service time. Individuals may register themselves or sponsor women who are unable to

sponsor themselves.

Since the Revolutionary War, women have been serving the armed forces — some in support roles, others disguised as men to get the job done. They served in both the Civil War and in World War I, mostly as nurses.

During World War II, approximately 400,000 women served in jobs ranging from stenographers and technicians to truck drivers and gunner's mates. There were more than 200 casualties, mostly Army nurses and Women Air Force Service Pilots. Several hundred women were decorated for heroism.

Working primarily as nurses during the Korean War, women served on hospital and troop ships and in state-side and overseas hospitals. They also worked as flight nurses on evacuation aircraft.

During the Korean War an advisory committee was established to advise the Department of Defense on policies and matters relating to women.

More than 19,000 women served in Vietnam. Most women were still in conventional roles — administration and medical — for almost another decade after that.

Since the beginning of the all volunteer force in 1972, the Navy has steadily increased the number of women, and assignments have expanded beyond traditional billets. Women's roles in the Navy took a big turn in 1978 when the law prohibiting the assignment of women to sea



World War II nurses adjusted to tent life while serving the wounded just behind battle lines.

duty billets on ships, other than hospital and transport ships, was amended.

Repair ship USS *Vulcan* (AR 5) made history in 1980 when it returned from a five-month Mediterranean cruise with women aboard.

By 1987, then-Secretary of the Navy James H. Webb Jr. approved a clearer definition of "combat mission." He authorized assigning women to selected ships of the Combat Logistics Force — certain oilers, ammunition ships and stores ships. Air crew billets with shore-based Fleet Air Reconnaissance squadrons also opened up.

The percentage of Navy enlisted women is expected to increase to 9.6





Illustration by Steve Small

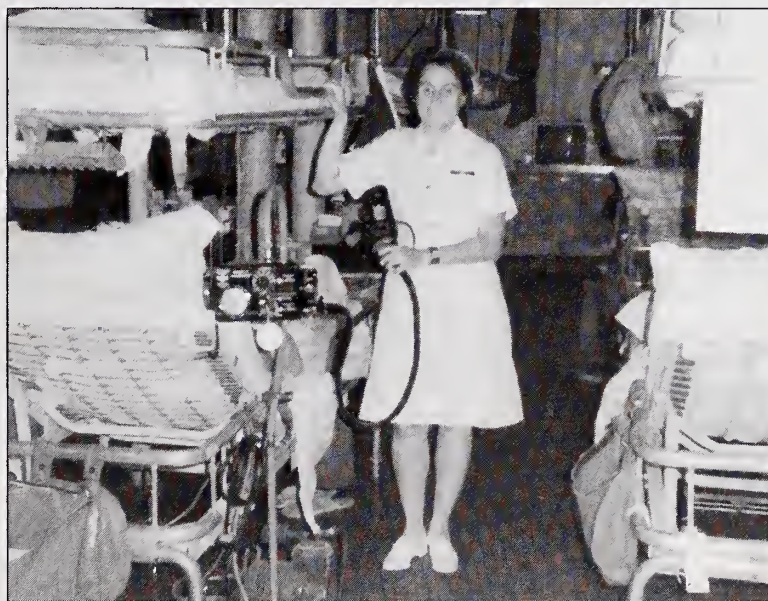
**Above:** Artist's conception of the military women's memorial. **Right:** LT Iris Taskalos aboard USS *Sanctuary* off the coast of Vietnam in 1969.

percent of the total force and women officers to increase to 10.6 percent of the active end strength by the end of FY91.

"I think the Military Women's Memorial is the most important thing that's going to happen since the suffrage act was passed," said Vaught. "The thing that's going to make this a reality is women rising up to help as they've helped to get things done through the years. Over and over we keep hearing, 'It's about time.'"

"We'll be recognizing more than 200 years of service of 1.6 million women," she continued. "We still have a long way to go. The legislation mandates that the money to build the memorial must be in the bank by Nov. 6, 1991. We need to raise \$15 million by that time."

Vaught was elected as president of the memorial foundation's board in 1987. She and one volunteer began a



Courtesy of Women's Memorial Foundation

letter writing campaign. Since then, the foundation has grown into a full time staff of eight people.

Although the memorial will be built on federal land, it will not be federally funded.

The memorial cannot be built without the support of interested patrons. If you would like to register or con-

tribute to the effort, contact Women In Military Service for America Memorial Foundation, Inc., Dept. 560, Washington, D.C. 20042-0560, or call (703) 533-1155 or 1-800-222-2294. □

*Jensen is a writer for Naval Aviation News. Everett is a writer for All Hands.*



# Tugmaster braves storm

Story and photo by JO2 Todd E. Hansen

It was a wild and wet evening for Boatswain's Mate 1st Class Alan Pruyne. As the tugmaster of one of Charleston Naval Base Port Services' tugs, Pruyne manned his tugboat during the height of Hurricane Hugo to help a submarine that had broken from its mooring.

"Going through Hugo was an experience I'll not soon forget," the 33-year-old Orange City, Fla., native said. "During the end of the eye we discovered a submarine had broken loose from the pier," said Pruyne. "I couldn't see a thing, even with my spotlight. My pilot house windows were broken, my radar didn't work and high winds and waves were beating up my tug."

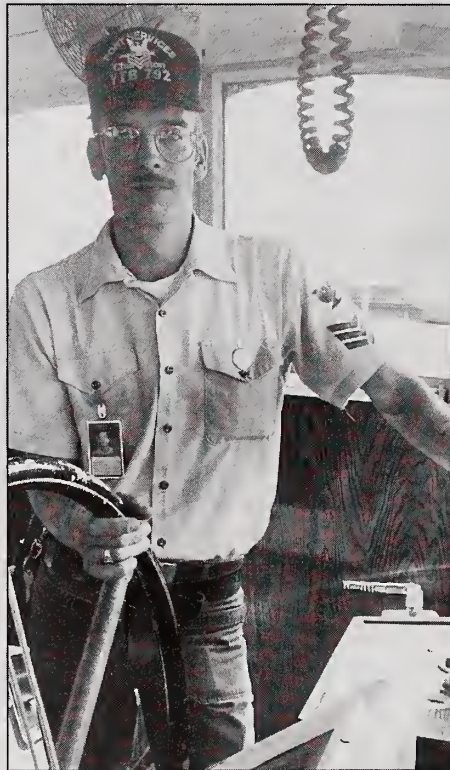
"I tried to position the tug next to the submarine and started scanning back and forth with the spotlight. In the blackness, I could only see the sail. I couldn't tell the bow from the stern."

Winds of more than 100 mph created tough working conditions for Pruyne and his crew.

"While we were trying to get alongside the submarine," said the tugmaster, "surging waters and high winds drove us sideways."

Pruyne never got the opportunity to pull alongside the submarine — the weather conditions were too rough and a civilian tug bumped Pruyne's tug out of the way so the submarine could submerge.

For the crew of Pruyne's tug, the night wasn't over yet. When the eye of the storm passed over the Cooper River, and the submarine safely submerged, Pruyne's tug was dispatched to move another submarine that had



BM1 Alan Pruyne

broken free and was sitting on a dry dock.

"Visibility was clearer as the winds wound down," said Pruyne. "With help from a civilian tug, we pulled the submarine off the dry dock and did all we could do to keep our tugs alongside it. We had the engines 'ahead full, right rudder' for an hour and a half." Pruyne's tug weighs about 359 tons, but submarines can range in weight from 1,700 to 16,000 tons. Finally, the tugs were successful, and the submarine was safely moored against the pier.

"Pruyne exemplifies all the good stuff boatswain's mates are made of,"

said CWO 4 Bill Gray, waterfront support officer, Port Services, NavBase Charleston. "He went out there in the face of danger, with zero visibility, used his ingenuity and got the job done."

The tugmaster said he didn't think about what he accomplished out on the river that night until after the storm was over.

"During the height of the storm, I probably had the best vantage point from my pilothouse of anybody on the river. Still, I didn't get the full view of the damage done, and the perspective about what had happened until afterward."

"After it was all over, and I thought about it I said to myself, 'What the hell were you doing out there?'"

"I've seen a lot of storms, but nothing on this large a scale," Pruyne continued. "Afterward the relief effort was good, and the Navy did a good job of caring for its own and the civilians in the Charleston community."

Pruyne, who joined the Navy in 1974, only recently became a tugmaster, after reporting to Charleston's NavBase Port Services in 1988. "As the tugmaster, I'm responsible for the safety and welfare of my crew and the tug," he said. "We routinely aid ships and submarines leaving or arriving in port. We move barges, too."

"Now, I guess you could say chasing down submarines in the middle of a hurricane is another part of my job." □

*Hansen is assigned to Navy Public Affairs Center, Norfolk.*



# Bearings

## Navy encourages high school students' 'Serious Pursuit'

Naval Training Systems Center recently presented Winter Park High School, Winter Park, Fla., with a copy of "Serious Pursuit," an educational computer game developed by the center to teach sailors about the Soviet Union.

The Naval Training Systems Center, located in the Central Florida Research Park, develops and acquires training systems for the Navy and Marine Corps.

Students will use the game to improve their knowledge in five categories of information about the Soviet Union: history, geography, the

people, the Soviet navy and the Soviet military in general. U.S. Navy personnel find the game both fun and informative. John Sheehan, an instructor of Russian at Winter Park High School, accepted the game for the school.

Hank Okraski, NTSC's Deputy Technical Director, made the presentation to Sheehan on behalf of CAPT Ernest L. Lewis, the center's commanding officer.

"We believe that Winter Park's students will find our 'Serious Pursuit' a useful learning tool, as do our folks in the Navy," Okraski said.

"Serious Pursuit" is contained on a single computer floppy disk. Students can use the program alone, or can compete against other students. NTSC experts are working on variations of the game's concept to teach other subjects.

NTSC presented the game to the school under the Federal Technology Transfer Act of 1986, which encourages the transfer of research and development products to the non-government sector. ■

—Story from the Public Affairs Office, Naval Training Systems Center, Orlando, Fla.

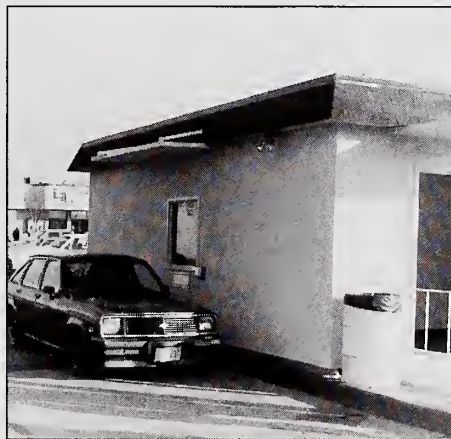
## Navy's first drive-through pharmacy opens to rave reviews

Naval Hospital, Portsmouth, Va., opened the Navy's first drive-through pharmacy six months ago. Since that time they have received nothing but rave reviews from patients for the expedited service they get when using the innovative facility.

The hospital originally developed the concept of a combination drive-through and walk-in pharmacy when faced with a severe shortage of available parking spaces in the hospital's parking lot.

"Patients coming to the hospital just to pick up prescription refills had to drive around for 15 to 20 minutes looking for a parking space," said CAPT Coy B. Lane, head of the Naval Hospital's Pharmacy Department. "The convenience of the new facility allows patients to call in their refills and then come by the next day to pick them up.

"Patients by and large really enjoy it," he said.



**A scarcity of parking makes a drive-through pharmacy a convenience.**

"Their response, either face-to-face or in writing, has been very positive. Some retirees have even written 'Letters to the Editor' in local newspapers praising it as a 'great idea' and a 'wonderful service.' I can only say, we're just trying to do the best for our patients."

Since opening the drive-up pharmacy in January, the hospital has filled nearly 2,000 more prescriptions per month, with an expected monthly average output of 12,500. Lane said some of the increase is due in part to the hospital's workload increasing with doctors able to see more patients; therefore, more patient prescriptions to be filled. All prescriptions are filled in the hospital's main pharmacy by licensed pharmacists. Patients call in their prescription refill a day in advance to allow staff members to check and fill the prescription and have it waiting to be picked up at the customer's convenience.

In emergency situations, refills are filled and ready for pick-up the same day inside the hospital at the main pharmacy. ■

—Story and photo by JO1 Bill Koppinger, Public Affairs Office, Naval Hospital Portsmouth, Va.



# Bearings

## Child is saved from critical, allergic reaction to food dye

A young boy was recently rescued from a dangerous strawberry while on a commercial flight into Puerto Rico.

Navy dentist LT Gary K. Roberts was on the same flight, returning from holiday leave, when the 11-year-old Hispanic boy, who wasn't identified, suffered from an acute allergic reaction to strawberries served to the plane's passengers in the first class section.

Roberts, who is assigned to Naval Mobile Construction Battalion 5, homeported in Port Hueneme, Calif., and recently deployed to Roosevelt Roads, Puerto Rico, responded to an emergency request for medical assistance passed over the aircraft's public

address system.

The child, according to U.S. Naval Hospital, Roosevelt Roads, had a history of food dye allergy and the strawberries were probably treated with red food dye to enhance their visual appeal.

The child suffered from acute respiratory distress and developed facial swelling and hives. Roberts injected medicine found in an airline first aid kit which reversed the effects and maintained the child's respiratory functions until his condition normalized.

Roberts said he relied on emergency medical training received as a general practice resident at Naval Hospital, Oakland.

"The general practitioner residency in the Navy is the best in the country," he said, "because you spend time in a variety of clinical specialties and get a thorough review of the whole of medical management."

Roberts said he was anxious when first responding to the call, but found the situation, although critical, basic.

"It's the advantage of residency," he said. "Normally a dentist doesn't run across this. With a hospital background, you get to see this type of thing often and so your training takes over." ■

—Story by JO2 Daniel Klobnak, Public Affairs Office, Naval Mobile Construction Battalion 5, Port Hueneme, Calif.

## Navy helps repair Indian fishing boat at sea

Seven Indian civilian sailors, who had been adrift in their disabled boat for eight days, got back under way recently, thanks to the efforts of two San Diego-based Navy units operating in the North Arabian Sea.

A 50-foot wooden fishing boat was sighted by an S-3A *Viking* aircraft crew, attached to Air Anti-Submarine Squadron 21, deployed on the aircraft carrier USS *Enterprise* (CVN 65). The S-3A aircraft, "Beefsteak 702," was conducting routine operations in the North Arabian Sea while attached to Joint Task Force Middle East when they noticed something unusual.

As the pilot, LT Pat Lyons, positioned the aircraft for a run-in on a contact, he spotted a small vessel four to five miles away. After the boat was identified as a wooden fishing vessel, mission commander LCDR Dave McAleer noted, "Something

just didn't look right when we first flew past the boat, so we went back around to take a look."

As the jet circled, people appeared on deck, waving sheets, towels — anything that would attract the attention of the U.S. Navy air crew.

The cruiser USS *Long Beach* (CGN 9) was dispatched to the scene and sent one of her small boats to the disabled craft.

The stricken boat had a broken propeller shaft that had left the vessel unable to proceed under its own power. The small craft had been at sea for 15 days, the last eight without power because of the broken shaft. The crew was low on both food and water when *Long Beach* pulled alongside.

The seven crew members were examined by a *Long Beach* medical team and found to be in good health.

Machinery repairmen and welders assigned to the cruiser worked for more than four hours to manufacture and repair the parts necessary to get the vessel moving again.

Shortly after 8 p.m., the repaired shaft was transferred to the Indian vessel for installation by its crew. Meanwhile, *Long Beach* sailors gathered food, water and fuel that the seven Indian sailors would need to continue their journey.

At midnight, 12 hours after the small fishing boat had initially been spotted, *Long Beach* reported to the battle group commander that the Indian vessel was under way, under its own power. ■

—Story from LT Rick Sprenkle, the Public Affairs Officer, Air Anti-Submarine Squadron 21, USS *Enterprise* (CVN 65).



# News Bights

Sailors afloat and ashore may be wondering about the security of their futures as they read and hear scuttlebutt about reprogramming, severance pay and possible personnel cuts.

VADM Mike Boorda, Chief of Naval Personnel, gives a straightforward answer. "The Navy has a strategy which has received a great deal of support, both within the Navy and on Capitol Hill, to come down in size to levels which seem acceptable," he said. "We would hope that the Navy would not have to use severance pay or separation pay at all."

If a law is passed authorizing separation pay, it would be paid only to those who were involuntarily separated. This pay would be for those people who meet all the qualifications to remain in the service, but for force reduction reasons are not allowed to stay.

"I don't think we'll be firing people in the future, and therefore, we probably won't need the separation pay," Boorda said. "It is not the goal to use separation pay. The goal of the Navy is to keep a good career force, not to separate anyone involuntarily."

\* \* \*

Federal agencies and the U.S. Navy teamed up in a recent major drug bust. A ship loaded with more than seven tons of hashish was seized along with eight crewmen off the Florida coast.

*Nina 1*, a 120-foot Honduran tugboat, was sighted about 800 miles northeast of Miami by Navy aircraft. The Coast Guard cutter *Seneca* (WMEC 906) intercepted and boarded the vessel and found about 14,000 pounds of hashish bricks. The Honduran government granted permission through the U.S. State Department to seize the ship and arrest the five Greek and three Tanzanian crew members on board. The bust was the sixth largest maritime hashish seizure in U.S. history.

The complex law enforcement operation involved numerous aircraft, vessels and personnel from DoD, the U.S. Coast Guard, Drug Enforcement Administration, U.S. Attorney's Office in Orlando, Fla., and the U.S. Customs Service.

\* \* \*

Personnel at Naval Supply Center Puget Sound, Wash., used their training to respond quickly to contain a 47,300-gallon fuel oil spill recently. The fuel overflowed during a tank-to-tank transfer operation and was initially contained on land.

Recovery procedures were started immediately and within hours oil booms and skimmers were set up at

the water's edge to contain possible seepage from the ground. Additional booms were strung around a nearby commercial salmon farm to protect the fish from any oil making its way past the initial barrier.

These precautions paid off when personnel patrolling the beach discovered oil coming from between the rocks the following day. The oil booms contained about 1,000 gallons of fuel that seeped into the bay while Supply Center personnel and a contract recovery crew worked around the clock to clean up the spill.

Geologists, pump experts and well drillers were brought in to ensure all the fuel was cleaned up. The Washington State Department of Ecology commended the center on its outstanding response to the spill.

\* \* \*

Los Angeles U.S. District Court heard the Northrop Corporation plead guilty to multiple felony counts as a result of a Navy/Air Force joint investigation.

Specifically, Northrop pleaded guilty to 34 counts of making false statements that misrepresented test results for two military programs. The corporation was fined \$17 million, one of the largest penalties ever made against a single DoD contractor.

The company's Precision Products Division makes key stabilization components for the Marine Corps AV-8B *Harrier* and guidance parts for the Air Force Air Launched Cruise Missile designed for the B-52 and B-1 bombers.

The Naval Investigative Service Command and the U.S. Air Force Office of Special Investigations are conducting an ongoing investigation by direction of the U.S. Attorney's Office, Central District of California.

\* \* \*

By launching a *Trident II* (D-5) missile in March, USS *Pennsylvania* (SSBN 735) became the second ballistic missile submarine to successfully do so.

The missile rocketed from *Pennsylvania*, which was submerged approximately 250 miles off the Florida coast. The launch was the 30th D-5 flight since January 1987 and was also the program's second Demonstration and Shakedown Operation shot. DASO launches are conducted to ensure that each submarine crew can handle, maintain and operate the weapons system safely.

*Pennsylvania* is the second *Ohio*-class submarine built specifically to carry the improved *Trident II*, which has a range of more than 4,000 miles.



# Mail Buoy

## "Abe" suffers weight loss

The article on "'Abe' joins the fleet" in the February 1990, *All Hands* was interesting. However, I believe there has been a misprint on her weight. I think that should be 100,000 tons vice pounds. I further think that if a ship that size is going to sit two feet deeper than the *Nimitz*, it will take more than 6,000 pounds. Probably 6,000 tons.

— RMC(SW) Alvy W. Carroll  
OC Division  
USS *Semmes* (DDG 18)

In reference to your February 1990 article, "'Abe' joins the fleet," the tonnage of this carrier must be in error. When stating that the USS *Abraham Lincoln* is 100,000 pounds, it must be 100,000 tons instead. If not, the "Abe" is the lightest aircraft carrier in U.S. history.

— ENC(SW) Johnson  
Special Boat Unit 13  
NAB Coronado  
San Diego, Calif.

• A "typo" by our writer slipped by us on this one — USS *Abraham Lincoln* (CVN 72) weighs 100,000 tons, as you point out. — ed

## Wooden ships return

Reference the caption "Last of the Wooden Ships Return" on Page 30 of your January 1990 issue; surely you realize that USS *Enhance* (MSO 437), USS *Esteem* (MSO 438) and USS *Conquest* (MSO 488) and their iron men remain in the Persian Gulf. Some of these NavSurfPac sailors have served three tours hunting mines in the Gulf with only brief respites in Conus. We will send you photo coverage when the last of the wooden ships in fact return.

— CAPT J.B. Perkins III  
Deputy and Chief of Staff  
ComNavSurfPac

• What the photographer, PH3 Thomas Petry, had in mind when he gave the picture the title "Last of the Wooden Ships Return" was that these ships are the last of the wood constructed minesweepers still in service. — ed

## Bravo!

A well done goes out to *All Hands* for the "Home port New York" story. I hope that the sailors who will be stationed there have a better idea of the area and people they will be exposed to.

— EN1 Keith Leyerle  
USS *Princeton* (CG 59)

## No four-stackers please

Re: December 1989 issue, Page 46, article concerning Art Davis's visit to USS *Enterprise* (CVN 65).

Davis served on USS *Barry* (DD 2). The article identifies her as a "four stacker." DD 2 was not a four-stacker. USS *Barry* (DD 248) was. The article says DD 2 was coal-fired. No four-stackers were coal-fired. All had oil-fired boilers. *Barry* (DD 2) may have had four stacks (I can find no picture of it), but it was not what is commonly referred to as a four-stacker as was DD 248.

I served on a four-stacker, USS *Gamble* (DM 15), formerly DD 123, during the first two years of World War II. All four-stackers were built for service during World War I, but most saw no conflict in that war because they came off the ways too late to be of much use. The last to see service was decommissioned in 1947, although at least one was still in service as a banana boat in 1951. It was the ex-*Putnam* (DD 287) which was converted and renamed MV *Teapa*.

Many were sold or leased to Great Britain and she, in turn, loaned or sold a few to the Russian navy and the Canadian navy. The last to be scrapped was originally USS *Yarnell* (DD 143). She was transferred to the UK Oct. 23, 1940, loaned to Norway February 1942, transferred to Russia Aug. 26, 1944, returned to the UK Aug. 23, 1952, and broken up the same year.

I hope this clarifies the situation.

— Richard Hansen  
Naval Historian and President  
USS *Rudyard Bay* Association  
North Bend, Ore.

## All Hands was right

I received the February 1990 issue of *All Hands* and I must apologize for my

letter to the editor re the article in the November 1989 issue, "If you can't stand the heat..." stating that USS *Forrestal* CV 59 had 1200 PSI boilers. They do in fact have 600 PSI boilers. The temperature is correct, approximately 489 degrees Fahrenheit at 600 PSI; however, the 1200 PSI is not. I feel so stupid. It will be hard to attend the next Steam Generating Plant Inspector seminar. I am so embarrassed.

— BTC Michael E. Kosinski  
ComNavAirPac SGPI  
NAS North Island, San Diego

# Reunions

• USS *Healy* (DD 672) — Reunion Sept. 14-16, Milwaukee, Wis. Contact Robert J. McCulloch, 3136 N. U.S. 35, LaPorte, Ind. 46350; telephone (219) 326-7369.

• USS *Brown* (DD 546) — Reunion Sept. 14-16, Omaha, Neb. Contact O.K. Poulson, 8619 Nicholas St., Omaha, Neb. 68114; telephone (402) 391-4736.

• USS *Aaron Ward* (DM 34) — Reunion Sept. 14-16, St. Louis, Mo. Contact Einar Dyhrkopp, Shawneetown, Ill. 62984; telephone (618) 269-3914.

• USS *Robert L. Wilson* (DD/DDE 847) — Reunion Sept. 20-23, Williamsburg, Va. Contact Dominic Aliberti Sec./Treas., 335 Aura Road, Clayton, N.J. 08312; telephone (609) 881-0262.

• USS *Flint* (CL 97) — Reunion Sept. 20-23, Denver, Colo. Contact Robert M. Irvin, 1321 Maplewood Ave., Norfolk, Va. 23503.

• USS *Pasadena* (CL 65) — Reunion Sept. 21-23, Norwich, Conn. Contact William Muller, USS *Pasadena* Ass'n., Box 462, Drayton Plains, Mich. 48020.

• USS *Foote* (DD 511) — Reunion Sept. 21-24, Grosvenor Hotel, Orlando, Fla. Contact Wilbur V. Rogers, 12243 Brookshire Ave., Baton Rouge, La. 70815; telephone: (504) 275-9948.

• USS *Metcalf* (DD 595) — Reunion Sept. 26-29, Mesa, Ariz. Contact John M. Chittum (Chairperson), 350 South Walnut St., Huntington, W.Va. 25705-3514; telephone (304) 523-6963.





The Navy's Blue Angel flight demonstration team performs across North America at air shows from Pensacola, Fla., to Abbotsford, Canada. Photo by PH1 Bruce R. Trombecky.





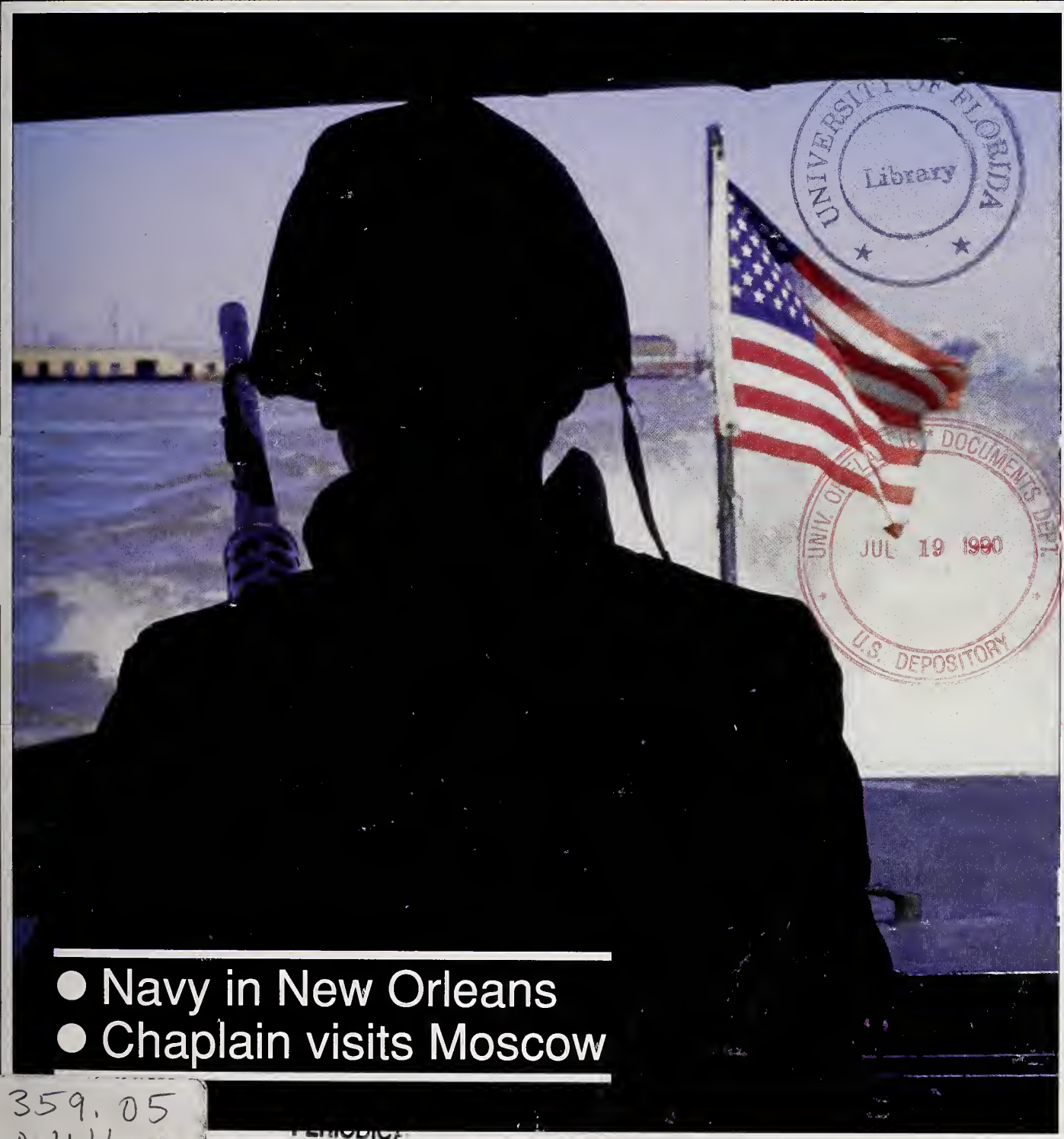
**New memorial planned ● Page 42**



# ALL HANDS

U of F Library  
U.S. DEPT. OF THE NAVY

JULY 1990 • MAGAZINE OF THE U.S. NAVY



- Navy in New Orleans
- Chaplain visits Moscow

359.05  
A416 ✓





A "yellow shirt" directs aircraft on the flight deck of USS *Carl Vinson* (CVN 70). He's up against the cold arctic air as the "Battlestar" and Air Wing 15 transit the Bering Sea. Photo by PH3 Clark Irey.



Secretary of the Navy  
**H. Lawrence Garrett III**  
 Chief of Naval Operations  
**ADM Carlisle A.H. Trost**  
 Chief of Information  
**RADM Brent Baker**  
 CO Navy Internal Relations Activity  
**CDR Connie L. Haney**  
 XO Navy Internal Relations Activity  
**LCDR Patricia J. Anthony**  
 Director, Print Media Division  
**LCDR John A. Marchi**  
 All Hands Managing Editor  
**CDR Tom Pinard**  
 All Hands Editor  
**JOCS Robin Barnette**  
 All Hands Assistant Editor  
**JO1 Lee Bosco**  
 Photojournalist  
**PH1(AC) Scott M. Allen**  
 Writers  
**Jan Kemp Brandon**  
**JO1 Melissa Lefler**  
**JO1 Dennis Everette**  
**JO1 Chris Price**  
**JO2 Andrew I. Karalis**  
**JO3 Marke Spahr**  
 Associate for Art and Layout  
**Michael David Tuffli**  
 Graphics and Typesetting  
**DM2 Mike Rodrigues**  
**DM3 P.V. Whitehurst**  
**William E. Beamon**

# ALL HANDS

**MAGAZINE OF THE U.S. NAVY**  
**JULY 1990 – NUMBER 880**  
**68th YEAR OF PUBLICATION**

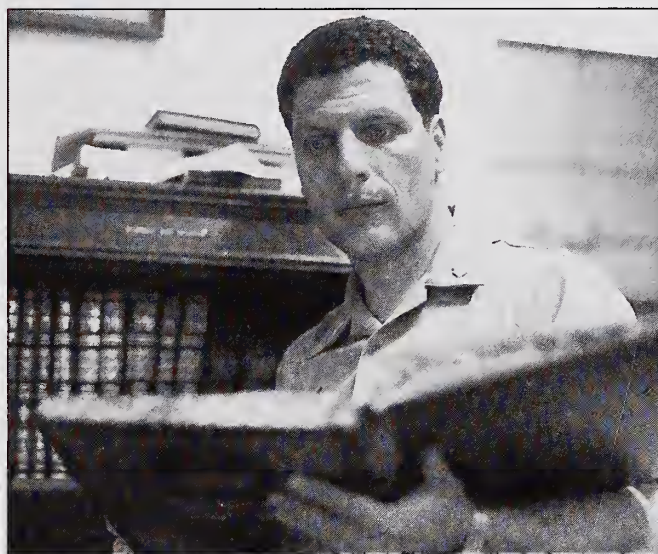


Photo by JO1 Melissa Lefler

**Bringing two worlds together — Page 30**

**All Hands** (USPS 372-970; ISSN 0002-5577) (Number 880) is published monthly by Navy Internal Relations Activity: 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Second-class postage paid at Alexandria, VA 22314, and additional mailing offices.

**Subscriptions:** Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Price: \$15, U.S. and FPO; \$18.75, foreign. Make checks/money orders payable to: "Superintendent of Documents, GPO."

**Postmaster:** Send address changes to All Hands, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007.

**Editorial Offices:** Send submissions and other correspondence to: NIRA, Print Media, Attn: Editor, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Phone (703) 274-6208 (AV 284-4455) for editorial; (703) 274-5953 (AV 284-4315) for distribution.

**Message:** NAVINREACT WASHINGTON DC.

**Authorization:** The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

NIRA also publishes *Captain's Call Kit*, *Navy Editor Service*, *Navy Family Lifeline*, *Navy News Service*, *Public Affairs Communicator* and *SecNav/CNO Report to Congress*.

**4 'CNO ... arriving'**  
 ADM Kelso takes helm

**6 A sad farewell**  
*Coral Sea* decommissioned

**9 Quality of life**  
 Navy 1990 symposium

**12 Refresher training**  
 Ultimate test in teamwork

**14 Cabot-Dedalo**  
 Museum on the Mississippi

**18 Navy at Mardi Gras**  
 Partying is part of the job

**22 Steel Band**  
 Musicians, drums, dancing

**24 'The Big Easy'**  
 Duty in New Orleans

**27 Small boats, big river**  
 Special Boat Unit 22

**30 Journeys of faith**  
 Chaplain visits Soviet Union

**36 StaNavForLant**  
 International fleet on patrol

**38 Give your best shot**  
 HMs in training

**2** News You Can Use / **41** Spotlight on Excellence  
**42** Bearings / **46** News Bights / **47** Mail Buoy, Reunions

**Front cover:** A sailor assigned to Special Boat Unit 22 rides a river patrol boat in New Orleans. The unit conducts riverine warfare patrol and helps train reservists. See story, Page 27. Photo by JO1 Lee Bosco.

**Back cover:** Federal Republic of Germany's FGS *Karlsruhe's* (F-212) embarked helicopter is an anti-submarine warfare "sub buster" for NATO's Standing Naval Force Atlantic. See story, Page 36. Photo by PH1(AW) Mike Flynn.

359.05  
 A416



# News You Can Use

## **Financial**

### **Uniform price increase expected**

The cost of government-issue uniforms is going up for personnel in paygrades E-1 through E-6. The Department of Defense directed this increase as a cost efficiency measure.

Monies recovered in support of these military uniform sales will help defray operating expenses. Although exact prices on individual uniform items should be finalized this month, the increases are expected to be approximately 10 percent.

Many of the overhead costs of the Defense Personnel Support Center, previously supported by appropriated funds, will now be passed on through uniform sales. However, sailors can expect to see these increases offset by an increase in their clothing allowances.

The Navy Exchange is the sales outlet for both the government-issue uniforms and the commercially procured counterparts. You can expect no major price increases in the commercial brands, and the government-issue uniforms are sold to you at cost. The Navy Exchange does not set the selling prices of government-issue uniforms.

Management of Navy uniform availability is a prime concern of your Navy Exchange and every effort is being made through close coordination with DPSC and commercial vendors to ensure quality uniform products at the lowest possible cost. □

## **Personnel issues**

### **Female summer jumpers approved**

The Chief of Naval Operations has given his approval for the Navy Resale and Services Support Office to purchase service dress white jumper uniforms from a commercial source. The uniforms are available in uniform shops this summer for E-1 through E-6 women.

The uniform is designed to give the best fit and appearance to Navy women.

Women are not authorized to wear the men's white jumper, except for those authorized to wear it for the ceremonial guard. □

## **Medical notes**

### **Address change for CHAMPUS West**

The new claims processor for CHAMPUS' 14-state Western Region has announced an address where claims should be mailed, as well as a toll-free telephone number that families may use to contact the processor. The address is: Blue Cross-Blue Shield of South Carolina, CHAMPUS Claims, P.O. Box 100502, Florence, S.C. 29501-0502. The telephone number is 1-800-225-4816.

Blue Cross-Blue Shield began processing CHAMPUS claims on March 1. The Western region includes Alaska, Arizona, Colorado, Idaho, Montana, Nebraska, Nevada, New Mexico, North and South Dakota, Oregon, Utah, Washington state and Wyoming. □

## **Travel**

### **Holiday drinking and driving**

Personnel are reminded that highway accidents occur more frequently when alcohol has been consumed. Make this July 4th holiday a safe one for you, your family and others sharing the highway with you. Don't drink and drive. If you do drink use a designated driver. □



## The USO needs volunteers

The United Services Organization celebrates its 50th anniversary next year, and still, it continues to hold the unique reputation for serving the needs of America's military.

Nearly five million service personnel and their families have been supported by the USO — via airport centers, on-base centers and by celebrity entertainment tours.

The USO has over 150 locations worldwide, operating with the help of its 20,000 volunteers. It is supported solely by private contributions.

The organization is a Congressionally-chartered, non-profit group that receives no direct federal funding.

Contact your nearest USO for more information on services offered, or how you can volunteer. □

## Naval Academy/NAPS

Highly motivated and career-oriented sailors can apply for the U.S. Naval Academy and earn a commission. There are 85 slots for direct admission each year for full-time active duty and reserve personnel through Secretary of the Navy nominations.

Applicants who do not receive direct appointments for the academy's upcoming year are automatically considered for the 50 spots in the Naval Academy Prep School.

NAPS helps individuals with proven performance records and good academic backgrounds, especially those who exhibit the traits necessary to be successful.

For more information, see OpNav Instruction 1531.4E, or call the NAPS/Fleet Coordinator at Autovon 281-4361, or toll free, 800-338-9156. □

## Drug and alcohol counselors

The Navy needs about 150 drug and alcohol counselors each year to fill existing billets at four Naval Rehabilitation Centers. These locations are at Pearl Harbor, Hawaii, Jacksonville, Fla., Norfolk and San Diego.

There are also 21 Alcohol Rehabilitation Departments at naval hospitals and 80 or more Counseling and Assistance Centers both ashore and afloat.

If you are within one year of your projected rotation date, consult the Enlisted Transfer Manual Section 9.202 for eligibility requirements. The Navy Drug and Alcohol Counselor training applications can be obtained from the nearest Navy Alcohol Rehabilitation Center, Naval Rehabilitation Center or Counseling and Assistance Center.

After getting command endorsement, applicants are interviewed by a certified counselor. The Director of Navy Drug and Alcohol Counselor School in San Diego sends notification of approval or disapproval of the application by letter to NMPC-4010D (Special Programs Detailing).

If your detailer releases you to special programs, he or she will initiate permanent change of station orders on or about your PRD to attend school in San Diego enroute to your ultimate duty station. The school is 10-weeks long and convenes seven times per fiscal year in accordance with NavMilPersCom Note 5355, which is published annually every August.

If your detailer does not release you to special programs, your package is forwarded to NMPC-40 (Director, Enlisted Distribution) for final resolution. Chances for approval are better if you are completing a sea tour or equivalent. However, each case is considered individually.

For more information contact YN1 Linda Dennehy (NMPC-4010D) at Autovon 225-9316/7 or commercial (202) 695-9316/7. Questions can also be forwarded to NMPC-63 (Drug and Alcohol Program), LCDR W.R. Graham at Autovon 224-8008 or commercial (202) 694-8008. □



# 'New CNO ...arriving'

---

## *ADM Kelso takes the helm*

---

Story by JOCS Robin Barnette

"The best advice I can give the men and women in the Navy is to do your best in every assignment," said ADM Frank B. Kelso II.

If anyone in the Navy is qualified to give sailors advice, certainly it is this man. A 34-year Navy veteran, Kelso has served as Supreme Allied Commander Atlantic and Commander in Chief, U.S. Atlantic Fleet since November 1988. He was slated to take over as Chief of Naval Operations June 30 from ADM Carlisle A.H. Trost.

Kelso knows what it takes to be a success.

"Do every job right the first time," he said, ticking off suggestions, "be honest with yourself and your shipmates, remember that nothing beats plain old common respect when you're dealing with other people, and have some fun.

"Your performance and your effectiveness are much better when you enjoy working with your shipmates," he continued, "and you enjoy what you're doing."

These tips have worked well for Kelso since he graduated from the Naval Academy in 1956. After his first assignment to USS *Oglethorpe* (AKA 100) he attended submarine school.

In those early days, he naturally

didn't have any idea he would one day be CNO.

"My career goal when I graduated from the Academy was to command a ship," Kelso said. "This goal never changed until it was achieved. To me, that was what the Navy was all about — command at sea."

The Fayetteville, Tenn., native reached his initial aim in 1969 when he took command of USS *Finback* (SSN 670). Later, he also served as skipper of USS *Bluefish* (SSN 675).

"After that I took each job as it came," Kelso said, "and tried to serve the Navy and our Navy people well." These jobs included being Commander of Submarine Squadron 7 and assignments relating to the submarine community with Naval Military Personnel Command and Deputy Chief of Naval Operations (Manpower/Personnel and Training). In February 1980 he was selected for promotion to rear admiral.

"After selection for flag rank, I took each job Navy leadership provided and they all were challenging and exciting," Kelso said. "I thought very little about the top spot. My personal goal in life was to make my family proud of my life, and that has remained the same since I left the small town in Tennessee where I grew up."



ADM Frank B. Kelso II

Kelso is definitely a family man.

"The most significant personal accomplishment of my life has been raising four wonderful children with my wife," he said. "Raising a family while you're serving in the Navy is never easy, and it takes the best efforts of both parents.... Nothing in my life has ever made me prouder than my family."

One of his children is in the Navy — a son who is a lieutenant — while

Photo by Tech Sgt Steve McGill





ADM Kelso aboard USS *Dwight D. Eisenhower* (CVN 69) during exercise *Ocean Venture '90*.

two others are attending college. One daughter is learning about raising her own family in the Navy environment — she's married to a lieutenant.

Kelso is proud of his "Navy family," too.

"The Navy today is well trained, well equipped and is ready to do its job," he said. "Leadership and dedication have contributed greatly to this accomplishment."

Kelso has helped provide some of that good leadership which has seen the Navy grow during the 1980s. He served in the offices of both the CNO and Secretary of the Navy in the early part of the decade. In February 1985 he became Commander, 6th Fleet and NATO Commander Naval Striking Force and Support Forces Southern Europe. It was under Kelso's command, for example, that U.S. Navy F-14s forced down the Egyptian airliner with the *Achille Lauro* hijackers

aboard. He also served as Commander in Chief, Atlantic Fleet. But he prefers to focus on the achievements of others and on the future.

"The dedication and personal commitment of our sailors, noncommissioned officers and young officers are truly remarkable," Kelso said. "What we need to do now is keep our momentum going and make our Navy even better. We should always work to continually improve."

Making the Navy better includes meeting the needs of sailors and their families.

"The Navy has an obligation to help where it can," Kelso said. "If we want our people to serve the Navy well and, at the same time, raise the great Americans of the future, we have to give them the time they need with their kids."

The admiral will have a hand in any improvements to Navy life as he serves as the 24th CNO. When he learned he'd been nominated for the position by President George Bush in February, Kelso said he was deeply

honored and looked forward to his new role.

"I look forward to the challenges which our changing times are sure to bring," he said. "I am mindful at this moment both of the superb leadership and direction provided by ADM Trost and his predecessors in this position, and of the extraordinary dedication, ability and performance of the Navy sailor."

With his focus on people, Kelso carries into this new job the excitement and satisfaction he's found in past jobs.

"As I look back, all my tours have been exciting," he said. "It is hard to single out any one period. What I really remember is the excitement of serving with so many superb people."

"The real excitement for me was in training and observing our people do well," he concluded. "Their smiles when they did well made my excitement." □

*Barnette is editor of All Hands.*



# A sad farewell

## *Coral Sea decommissioned*

Story and photos by JO1 Melissa Lefler

Aircraft carrier USS *Coral Sea* (CV 43) slipped into the company of vintage warships that will no longer steam forth under the U.S. flag as steadfastly as she had served. The venerable, still-imposing "Ageless Warrior" was decommissioned April 30 just five months shy of 43 years of service, not because she could no longer do the work, but because of funding cuts.

"This ship is going out a winner," *Coral Sea* Commanding Officer CAPT L. Edward Allen said in his decommissioning speech. "She is being decommissioned for budget considerations, not because she can't do her job."

When *Coral Sea* approached Norfolk Naval Base's pier 12 as she ended her final Med cruise Sept. 30, 1989, thou-

sands of sailors jammed the rails for a glimpse of their loved ones. If they had turned their heads, those sailors perched highest, in the superstructure, could have seen the Newport News shipyard just a few miles away where her keel was laid in 1944.

When she docked that rainy Saturday last September, the Ageless Warrior had steamed more than two million miles, or the equivalent of four round trips to the moon. Throughout those miles, encompassing 25 deployments, an estimated 70,000 men journeyed aboard her.

On April 30, about 600 *Coral Sea* alumni sat among the 3,000 spectators who watched, sadly, while Allen gave the order to relieve all watches and decommission the ship. The pennant and colors were lowered, and the remaining crewmen — a skeleton crew of a few hundred of her normal complement of about 3,000 — marched down her ladders for the last time. Their young faces, and those of the elderly former crew members in the audience, mirrored identical struggles to contain their emotions.

For *Coral Sea*'s plankowners, the beginning of this chronicle is still as real and as easy to recall as its end.

Bob Laager, of Grand Forks, N.D., was on hand for *Coral Sea*'s commissioning Oct. 1, 1947 — in fact, he remembers being one of the first of her sailors up and about that day.

"I was the ship's cook, and the bells rang to wake us up at 3:30 a.m.," Laager recollected. "I was 18 years old, and that was the most exciting day of my life up to that point. Today is a sad day."

Walter Wentzel of Lebanon, Pa., who served aboard *Coral Sea* from 1947 to 1950, was also a cook and plankowner. He, too, remembers well the ship's first day.

"The first thing I did that day was haul spuds aboard,"

USS *Coral Sea*, named for the battle that proved the usefulness of carriers, steamed more than two million miles, or the equivalent of four round trips to the moon.







*Coral Sea's* crew renders a final salute as her ensign is lowered. Below: This former crew member's T-shirt seems to express his feelings for him, as he watches the sailors leave the ship.



Wentzel said. "This [decommissioning] is breaking my heart."

"I can't believe I'll never see her sail again — it gives me the cold shivers," declared plankowner Joe Ciccone from Massachusetts, who retired from the Navy in 1966. "My two brothers also [served] aboard — they have since passed away."

"She can still hold her own with any of the newer ships," Ciccone continued, reiterating the viewpoints expressed by many of the 50 or so plankowners standing by for the decommissioning. One of them turned down a proffered tour of USS *Enterprise* (CVN 65) docked nearby, because it would "make the Ageless Warrior feel bad."

"There's too much history to this ship to scrap her," Ciccone said, adding that he hopes *Coral Sea* will remain intact, perhaps as a museum or a memorial.

Maintaining and running the aged carrier may have become expensive for the defense budget, but the United States has certainly gotten its money's worth from the Ageless Warrior over the past 43 years. Built at a cost of \$90 million, *Coral Sea* cost a tiny fraction — less than 3 per cent — of the Navy's newest carrier, USS *Abraham Lincoln* (CVN 72) which had a \$3.4 billion price tag.

When the Ageless Warrior was commissioned, Harry Truman was president of the United States, and Josef Stalin was the dictator of the Soviet Union. World War II was over; Gen. Douglas MacArthur was in Japan, the allied commander of the army of occupation; and Gen. Dwight D. Eisenhower, who would become U.S. president after Truman, was the Army's chief of staff, directing the demobilization of the wartime armed forces. The Berlin Wall had not yet divided Germany, and NATO had not been chartered. With the exception of NATO, the *Coral Sea* outlived them all.

*Coral Sea's* impressive saga began even before the ship did — with the World War II battle after which she was named. The Battle of the Coral Sea, fought May 7 and 8, 1942, ushered in the future for naval aviation and aircraft carriers, and saved Australia from Japanese invasion. It was the first sea battle fought by airplanes that had been launched from ships, Japanese and American, that never steamed within sight of each other.

The Battle of Coral Sea helped the public understand

that the Navy needed new aircraft carriers even more than it needed new conventional surface ships. Navy officials also saw this need, so initial blueprints for *Coral Sea*, designed as a battle cruiser, were amended. The keel was already laid, however, so *Coral Sea* had to keep her cruiser-shaped bottom.

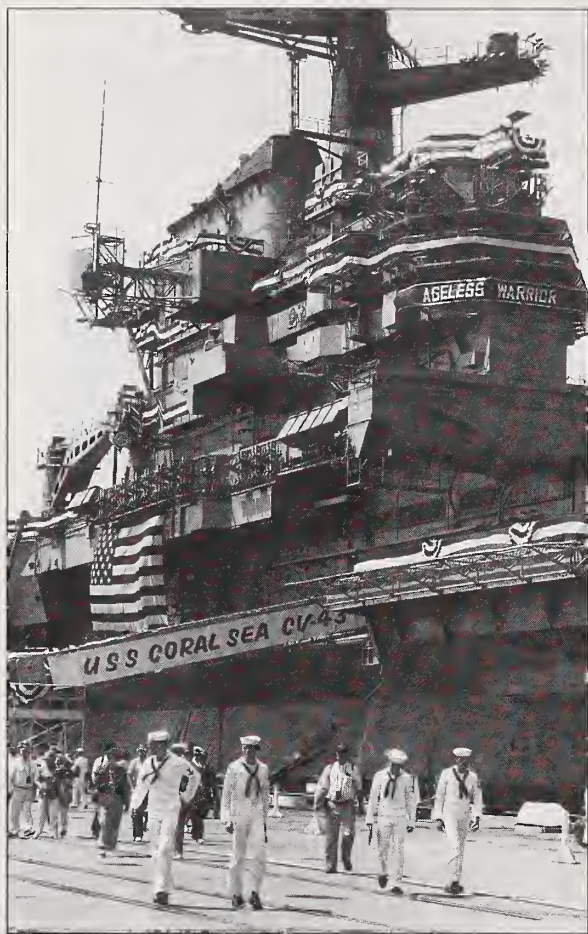
The hull design, so different from the flat bottoms on most of the Navy's carriers, may explain *Coral Sea's* enduring reputation as the fastest-moving and most maneuverable carrier until the behemoth nuclear-powered flat-tops arrived on the scene.

Because she was first homeported on the East Coast, *Coral Sea* didn't participate in the Korean War, instead making seven deployments in the Mediterranean and North Atlantic.

In 1957, she sailed around Cape Horn on her way to a new home port on the West Coast, followed by a two-year overhaul at Bremerton, Wash., which gave her an angled carrier flight deck in addition to other updates. This important revision allowed the ship to launch and recover airplanes at the same time.

It was 20 years after the end of the war in which her namesake battle was fought that the Ageless Warrior finally tasted combat action. In January 1965, aircraft launched from squadrons deployed aboard *Coral Sea* bombed North Vietnam in the first U.S. air strikes against that country. Although slow to see battle after her commissioning, when the Ageless Warrior finally did become involved, that involvement lasted 10 years through six deployments, ending in 1975 when the carrier won the





**Top:** *Coral Sea* was decommissioned after nearly 43 years of service to her country. **Right:** Crew members leave the Ageless Warrior for the last time.



Armed Forces Expeditionary Medal for her part in the evacuation of South Vietnam.

During the Vietnam War, *Coral Sea* was homeported in San Francisco, where she remained until she returned to the East Coast. During her 18 years homeported in that city, a well-chronicled love affair with the "City by the Bay" transpired, and the Ageless Warrior collected another widely-known nickname: "San Francisco's Own."

This affectionate title joined two other almost-forgotten nicknames given to her by earlier crews — the first, "The Natural," for the "natural seven" sum of the "4" and the "3" in her hull number, and "Coral Maru."

In 1983, a world cruise brought *Coral Sea* back for good to the Tidewater, Va., area where her history began. In 1986, the almost-40-year-old carrier was finally a star, making international headlines when she, along with the carrier USS *America* (CV 66), made an air raid against Libya. Even more recently, in 1989, the Ageless Warrior

was in the news again, conducting contingency operations off the coast of Lebanon in response to the alleged murder of Marine Corps Lt.Col. William Higgins.

A book provides a certain kind of historical framework for a ship's career by telling of events. But the true character of a ship and her men is perhaps best told by a single incident in a sailor's life. The clear recollection of *Coral Sea*'s commissioning by Jim Atwood of Atlanta, Ga., hospital corpsman for the ship's first crew, provides this kind of perspective.

"I remember our CO said in his address that commissioning day that the tone is set in the first few months of the life of a ship," Atwood said. "He said that if you start out well, and discipline is tight, then that's how she'll stay."

Concluded Atwood, "I believe she has." □

*Lefler is assigned to NIRA Det 4, Norfolk.*



# Navy quality of life

## *Joint Type Command Symposium*

Story by Jan Kemp Brandon

Sailors and top Navy leaders from around the world gathered in San Diego for the 1990 Joint Type Command Quality Of Life Symposium, sponsored by the Commanders of Naval Air and Surface Force, Pacific, and Commander Naval Air Force, Atlantic. For four days in April, attendees discussed issues concerning Navy quality of life.

The symposium, addressed by Naval Military Personnel Command representatives and fleet and force master chiefs, focused on four areas of concern: afloat and ashore habitability, family services and overall personnel quality of life.

"Quality of life is an individual's

and Personal Excellence Department, in opening remarks at the conference.

One key topic discussed which affects Navy life was bachelor quarters and geographic bachelors.

CAPT Charles A. Cook, director of housing division, NMPC, led the discussion on acquisition and fund-

---

*"The emphasis on  
quality of life is  
moving forward."*

---

ing of bachelors quarters and what can be expected in the future.

The Navy is one of the largest hotel chains in the world, with an inventory in quarters and furnishings reaching into the \$8 billion range, and a typical annual budget of \$160 million.

"Our goal is, obviously, quality quarters," said Cook.

But quality quarters is not the only concern.

With a BQ space shortage of 79,000, according to a 1989 BQ survey, junior enlisted personnel are unable to acquire BQ housing and must fend for themselves on the economy.

"We've got a long way to go to solve this deficit problem," said Cook. "We don't have anybody sleeping in the streets [but] ... we are talking about sailors who are living in inadequate quarters."

Cook said he is used to berthing sailors three high and living 80 to a berthing compartment aboard ship and believes that a lot of Navy person-

nel have been used to living that way.

"And that's our challenge," he said, "to get away from this accepted overcrowding condition that we know exists at sea and we bring ashore."

According to RADM Hazard, during its 215 year history, the Navy has always put accomplishment of the mission first, while QOL factors have been pushed back.

"Over the last decade we still aggressively pursued the mission," she said, "but the emphasis on QOL is moving forward."

Also a concern for the 1990s is the condition and aging of BQs. There is a Navywide backlog of \$289 million in maintenance and repairs. There is also an increasing demand for BQ space from single sailors and geographic bachelors which adds to the already unavailable, affordable alternatives for our single sailors.

Geographic bachelors are seen as a symptom of such issues as lack of available, affordable family housing, spouse employment, family stability and costliness of moves.

Sailors blame the Navy for creating the geographic bachelor situation and expressed their concerns during a question and answer session.

One typical problem cited by a master chief is that a geographic bachelor may not be able to sell a home when ordered to a new duty station. Because this person can't support more than one mortgage, the choices are repossession by the bank or become a geographic bachelor.

Recommendations were made to look at the areas of housing geographic bachelors in BQs, adjusting



Photo by PH1 Bob Shanks

**RADM Roberta L. Hazard**

state of satisfaction with his or her working and living environment," said RADM Roberta L. Hazard, director of NMPC's Pride, Professionalism



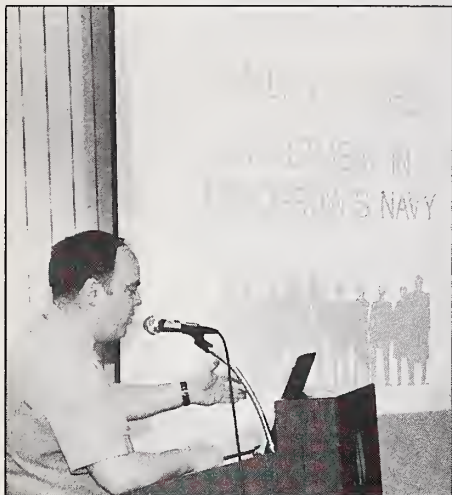


Photo by Jan Kemp Brandon

**CAPT Dykeman speaks about future QOL Navy issues.**

entitlements, increasing pay and relocation assistance.

Family housing is another top concern, because of escalating civilian housing costs in coastal areas, both stateside and overseas. Only modest increases in the basic allowance for quarters and unavailability of affordable, adequate family housing near bases add to the increased concern for housing.

Another area discussed at the symposium was military personnel compensation, touching on the quality of the work force.

"The Navy of the 21st century is going to be a high-tech Navy. And the work force we recruit now has to be looked at in terms of what we will need 20 years down the road," said CAPT Paul R. Dykeman, deputy director of Military Personnel Policy, NMPC.

In the recruiting world, the Navy is not only competing with the other services, but also private industry. So, to maintain quality sailors, the Navy is recruiting high school graduates and continually seeking higher quality individuals.

While rumors about upcoming force reductions have some sailors worried about their retention in the

---

*"We don't want to force our people out, we want to protect them and keep them in."*

---

Navy and separation pay issues, CAPT Dykeman stated, "The reductions in force that we are taking through FY91 are strictly through the accession [recruiting] base. This means the fleet sailor won't see the impact of this at all. We don't want to force our people out, we want to protect them and keep them in. Our strategy is good, and we don't plan to use separation pay.

"The bottom line is, that everything is tied to the dollar. If we have our way," continued Dykeman, "our strategy will make sure that Navy people are taken care of and won't have to worry about a lot of adverse actions."

Sexual harassment was also discussed at the symposium.

In a recent survey of 5,600 Navy women, 42 percent of female enlisted and 26 percent of female officers reported some form of sexual harassment.

"Sexual harassment ran the gamut from comments and whistles on the low end of the spectrum, to assault at the top end of the spectrum," said RADM Hazard.

Six percent of Navy women who have been harassed reported some form of assault or battery, according to Hazard. "That is not a record of which we can be proud," she said. Hazard went on to say that we need to fix this by changing our attitudes and by dealing harshly with individuals who refuse to adhere to Navy policy and regulations.

Child care was another important issue addressed.

Hazard noted in her opening remarks to the conference that morale and welfare issues are translating increasingly to child care concerns.

Also, she said that child care needs are not being driven exclusively by dual military couples or by single parents, but as a result of a changing society where more and more spouses work.

"It [the demand] is driven by the cost of living in high-cost coastal areas where we are concentrated," said Hazard, "and the fact that our sailors need to have their spouses working and, obviously, someone to take care of the child or children. That's the crux of it, and it's not going to go away. If anything, it is going to accelerate."

Carolee Callen, head of Navy Child Development Services, NMPC, an expert in her field, spoke at the conference on military child care.

"It's difficult to pick up a newspaper today without seeing something about child care and the need for employer-sponsored child care.

"In the past 10 years, there have been very significant changes in the Navy child care program," she continued. "Even though we were the first government organization to respond to child care needs of personnel, we are still behind the power curve as we try to meet the needs and keep up with the demand."

A contributing factor to the increased demand for child care is the changing composition of the Navy.

"In the last 15 years," Callen said, "the number of women in the Navy has increased to 59,500, along with an increase in the percentage of active duty married personnel — from 51 percent in 1980 to 58 percent in 1989. In addition, we have more than 11,000 dual military couples."

According to Callen, over the last decade military compensation has





**Fleet and Force Master Chiefs, left to right, ABCM(AW) Ron Carter, NavAir-Lant, BMCM(SW) Calvin Rennels, NavSurfLant, SKCM(SS) Wayne Meyers, NavSubLant and MCPON Duane Bushey take questions from the audience.**

not been able to keep up with the rising cost of living. "This, coupled with the fact that the Navy is generally located in high cost areas," she said, "requires families to have two incomes resulting in the need for increased child care capacity."

Navy leadership has taken the position that child care is a crucial need for our people and that it is in the interest of the Navy to fund child care to the limits of the law.

"We [the Navy] are not in the child-raising business. We are in the business of keeping peace throughout the world," said Master Chief Petty Officer of the Navy Duane R. Bushey. "I think we should provide some child care ... because of working hours being long, because of having to stand duty, because of having to move — you can't establish that support network that you would out in a civilian community. Therefore, I think that we need to help provide some child care. It's not [the Navy's] responsibility, but [it] will put some [child care] here to help you."

RADM Hazard agreed, saying that child care services are not a benefit or a right, but a service provided by the Navy.

Other issues covered included shipboard habitability issues ranging from faucets to berths, Navy exchange and commissary issues and finding quality exercise equipment for ships. Also discussed were concerns about equal opportunity, as well as increased numbers of pregnant service women and single parents and how they affect readiness. The future of Navy clubs and messes was also addressed.

Recommendations coming from the QOL symposium will be submitted to the Chief of Naval Personnel, Chief of Naval Operations and the Secretary of the Navy for consideration.

As the conference came to a close, MCPON Bushey talked about the

importance of the symposium.

"There wasn't anything new here, there wasn't anything shocking here to me that the fleet and force master chiefs haven't been passing up the chain of command for about a year," he said. "But I think the emphasis that gets put behind [these concerns] is good."

"To have RADM Hazard stand up there and tell them 'this is why it is happening [is important],' Bushey continued. "It's also important to have the master chief of the Navy stand up there and tell them, 'Here are some things that we are concerned about and here's why it is happening.' Sailors will do anything in the world for you as long as you keep them informed. So, I think that side of the conference is the most beneficial — not the complaints that come up, because we already have a pretty good handle on those and are already working them."

Hazard concluded, "Our glass is not half empty, it is half full. And we must use its contents — intelligently and with good will — to provide what is needed by our wonderful Navy members and their families." □

*Brandon is a writer for All Hands.*

## MWR meeting

The Navy's Morale, Welfare and Recreation Conference was held in conjunction with the QOL Symposium in San Diego.

The three-day conference featured more than 50 educational programs on a variety of topics, including new Navy club initiatives, the impact of the recently-approved military child care legislation, commercial sponsorship, trash-to-cash programs (recycling for profit) and marketing MWR.

The theme for the conference, "Navigate the 90s," was also the basis for an open discussion among commanding officers and MWR directors on what to expect in the new decade. *All Hands* plans to provide more details about the MWR Conference in an upcoming issue. □



# Refresher training

---

*Sailors face the ultimate test in teamwork.*

---

Story by JOCS(AW) Douglas P. Gorham, photos by PH1 David MacLean

Damage control is one of the most important elements of a ship's war-fighting capabilities. Refresher training tests the operational capabilities of an entire ship in a combat environment, including a check of a ship's damage control ability by conducting a variety of drills. These ultimately get all hands involved.

USS *Independence* (CV 62) recently underwent RefTra conducted by Fleet Training Group San Diego. For many sailors on board it was their first RefTra experience. In order to successfully complete RefTra, the ship had to pull together in a total team effort — from the most seasoned sailor to the ones that just reported aboard from boot camp.

Prior preparation and training are instrumental to a successful RefTra. The formation of an effective Damage Control Evaluation Training Team made up of a variety of leading chief petty officers, division officers and department heads, was one of the reasons why *Independence* did so well during RefTra.

"We were able to pass down our knowledge and experience to the junior 'blue shirts' during the several general quarters drills conducted during the months prior to RefTra," said Master Chief Ship's Serviceman Joe Banzon, an *Independence* Dam-



age Control Evaluation Training Team member. "By the time RefTra inspectors arrived, DCETT had already instilled a level of confidence in the repair locker teams."

Repair lockers are compartments located throughout the ship that contain a wide range of damage con-

trol, firefighting and personnel protection equipment for use in emergencies. The sailors assigned must be familiar with the equipment, its use and the proper damage control procedures to follow in a wide variety of situations. Repair locker personnel may be dispatched as firefighting





**Left:** During RefTra, repair locker hose team members simulate combatting a fire. **Top:** A "casualty" is attended to by *Independence* medical personnel during a training exercise.

fire, flood, etc. "However, as RefTra progressed, my confidence level increased and I began doing a better job."

The ship spent about five hours a day on average at general quarters during the two-week RefTra. That long at any evolution can cause fatigue to set in.

"It took a lot of concentration and motivation and I had to dig really deep to keep my attitude on a positive track," said Personnelman Seaman Phil Dudley, assigned to Repair 1A as a number one nozzleman. "I also tried to keep my shipmates positive and enthusiastic because I knew the time we were spending at general quarters and the knowledge and skills we were picking up would be invaluable in an actual emergency. I think that thought alone was enough to keep me going."

Communications and coordination between repair lockers and damage control central were heavily emphasized and evaluated by Fleet Training Group San Diego.

"Communication is important because it allows the lockers to inform damage control central what is going on in their area of responsibility," said Journalist 3rd Class Kevin McWilliams, a repair locker phone talker. "At the same time, each repair locker can monitor the reports from all other repair lockers. By monitoring these reports, each repair locker would be able to assume the duties of DCC in the event DCC became a battle casualty."

Divisional damage control petty officers also found RefTra to be challenging. Supervising the setting of specified damage control material conditions within divisional spaces and making required reports to DCC were emphasized, as were the proper maintenance of damage control compartment checkoff lists.

"I did a lot of work in the areas of compartment check-off list verifica-

tion, stenciling of divisional spaces and damage control fitting adjustments prior to RefTra," said Electronics Technician 2nd Class Daniel Palmen, training department's damage control petty officer. "This made RefTra less stressful and I was able to correct minor discrepancies that were pointed out to me on the spot."

Inter-repair locker competition was one way that *Independence* kept enthusiasm high during the RefTra period. Each day repair lockers were evaluated in a variety of different areas such as firefighting team performance, shoring, fire main isolation and pipe patching. These scores were tabulated at the end of the day and passed on to the crew.

"The competitive spirit in each of us kept us going to the last minute of RefTra," said Chief Lithographer Luis Charles, locker training chief for repair 7A, the highest scoring locker during RefTra. "Everyone enjoys competition, and the fact that a 72-hour liberty pass was the top prize spurred our locker on to victory."

The final graded evolution occurred on the last day of RefTra with the massive conflagration drill. This drill tested the abilities of the repair lockers and crew to coordinate their efforts fast enough to prevent a big fire from getting out of control.

"The training we received prior to the drill enabled us to pass the final evolution," said LCDR Rich Thomas, the Damage Control Assistant on board *Independence*.

When it was all over, *Independence* repair lockers had compiled one of the highest cumulative scores ever given by Fleet Training Group San Diego. This score reflected the ship's emphasis on damage control training as well as all hands damage control involvement. □

*Gorham is assigned to Public Affairs Office and MacLean assigned to the photolab, USS Independence (CV 62).*

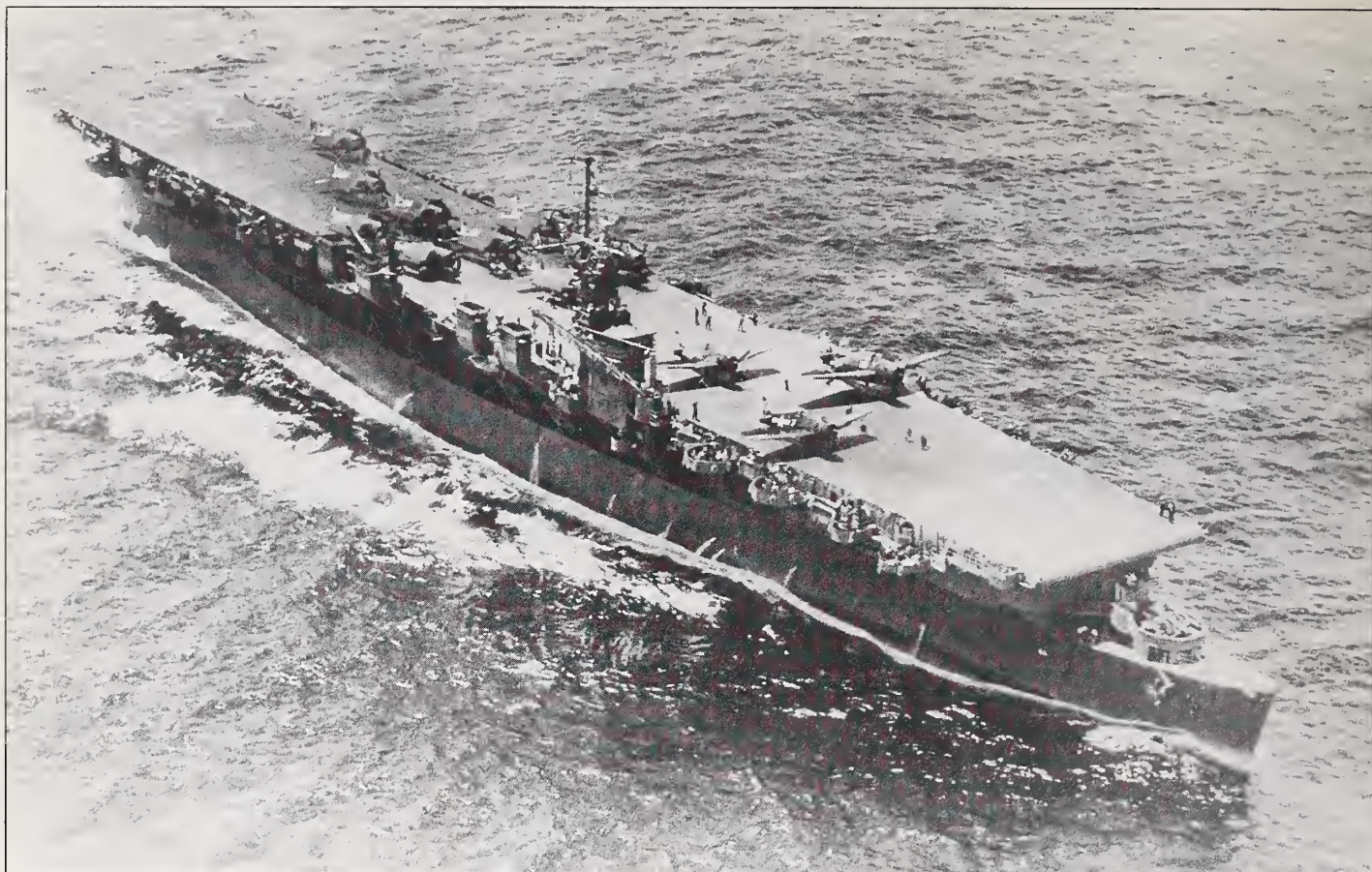
teams or repair parties.

Each repair locker on board *Independence* had at least three DCETT members assigned and many of these individuals had, in the past, actually been involved in real damage control situations. This, coupled with their book knowledge, gave them a great deal of credibility and enhanced their effectiveness.

During the first day of RefTra, the Fleet Training Group addressed each repair locker on safety precautions and their expectations as to what they were looking for when drills were called away. Enthusiasm, a positive attitude and a willingness to learn were paramount.

"I was a little nervous on the first day," said Lithographer 3rd Class Jonathan Thill, an investigator assigned to Repair 7A. His job is to determine the nature of a suspected problem —





# The *Cabot-Dedalo*

## *Museum on the Mississippi*

Story and photos by JO1 Lee Bosco

The city of New Orleans draws tourists by the millions. The jazz clubs on Bourbon Street attract curious visitors all year long, peaking during the annual Mardi Gras celebration. And, it seems like every other year the National Football League and thousands of football fans descend on the Superdome for the biggest game of them all.

Those events, combined with music festivals and conventions, make New Orleans one of the most

popular vacation spots in the country. Some people might feel that there are too many attractions competing for the visitor's time in New Orleans to establish another one.

Rich Gale is not one of those people.

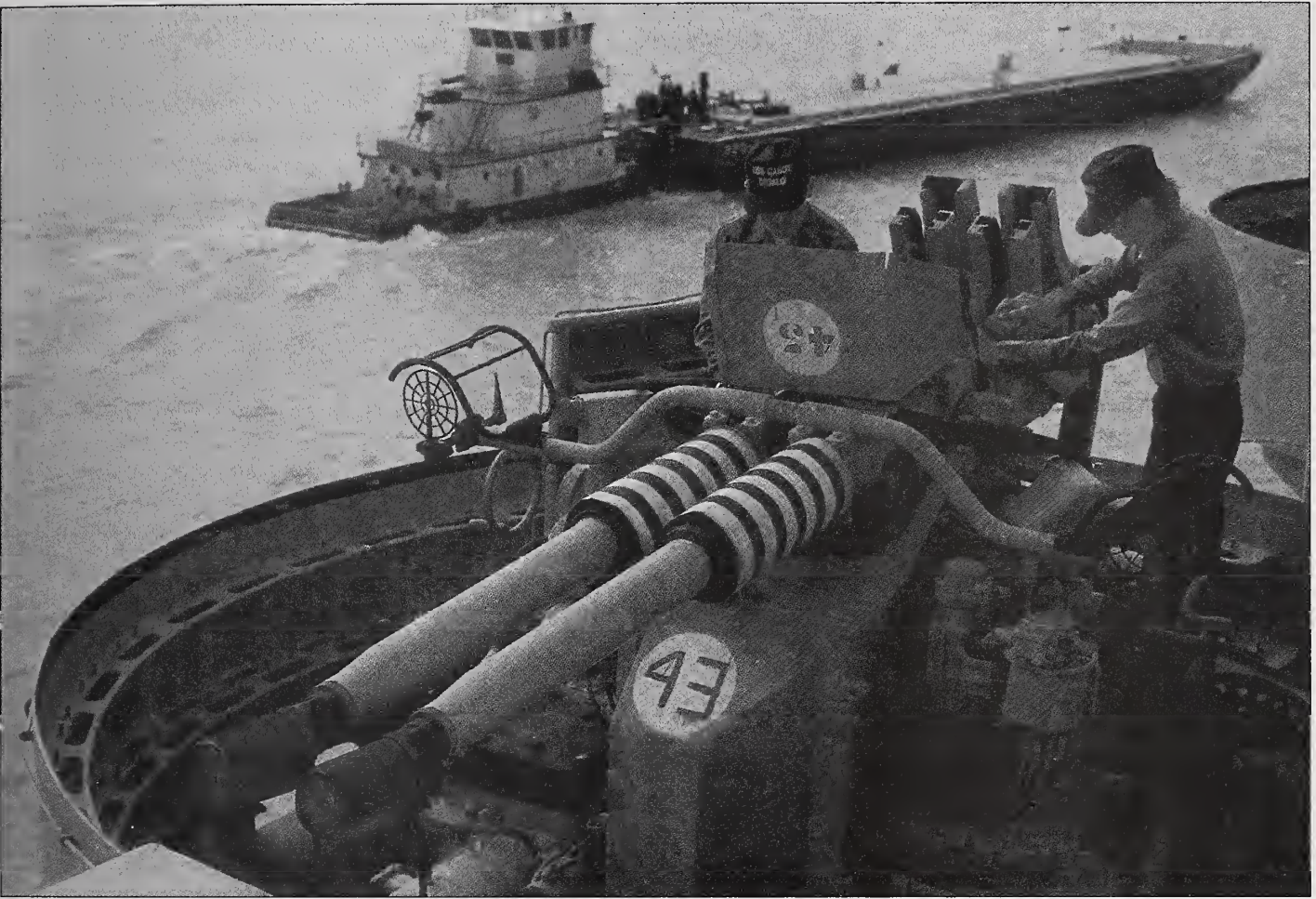
Gale is a man with a mission. He, along with a group of local businessmen, are working to bring a living Navy monument in the form of former USS *Cabot* to life on the banks of the Mississippi River. The project

has already taken a year of Gale's time and promises to take three more before completion. The task of resurrecting *Cabot* as an operating Navy museum and international memorial has been difficult.

"The hard part is over," said Gale. "Now comes the nearly impossible part."

The "hard part" explained Gale, sitting in the cramped confines of his stateroom aboard the World War II aircraft carrier, was just getting the





ship back to the United States. Following *Cabot's* 24-year U.S. naval service, the ship served as the *Dedalo* with the Spanish navy for 23 years. The *Cabot-Dedalo* foundation obtained the decommissioned ship from the Spanish government in the hope that it could be refurbished and become a permanent Navy presence on the Mississippi river.

"The land has already been donated for pier facilities on the West Bank," said Gale. "The area is really building up. Plans call for a restaurant and gift shop to be built on the pier in order to finance the upkeep of the ship. And a Mardi Gras theme park is also in the works to be situated down river. I hope the area will become a family entertainment center in New Orleans, with the *Cabot-Dedalo* being the main attraction."

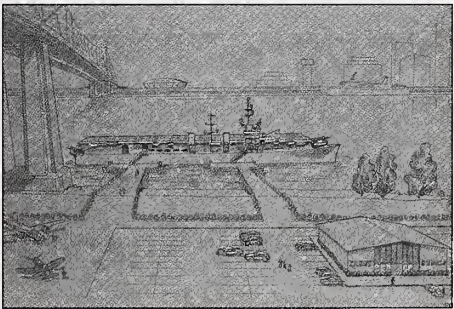
The "nearly impossible part" that Gale speaks of is the physical work of

repairing the ship so that it can be a showcase for both the U.S. Navy and demonstrate international cooperation between the United States and Spain. The ship is in dire need of repairs. Gale and his staff of 10 full-time "crewmen" work tirelessly to clean, paint and repair the ship.

"After all the years that this ship has been in service, and considering her age, you can imagine the shape it was in when we received it," he said. "We need volunteers to help with painting and cleaning."

"The people of New Orleans have been great, donating time and money. Many Navy reservists and active duty sailors have also come down and lent a hand," Gale said. "We really need more retired people who served aboard the ship for technical advice about things like the power plants and original painting designs."

"Remember, thousands of men



**Preceding page: USS *Cabot* in her glory days. Top: Two Sea Cadets clean the gun mount. Above: Artist's drawing of completed museum site.**

devoted part of their day, every day, to keep this ship clean and operating," Gale said. "We are trying to play catch-up with only 10 people. And only five of those live on board."

Gale's volunteer force of approximately 30 people features different faces each week. He said that the work has become a labor of love for





him because he's a retired submariner and loved Navy life. "But most of the people who volunteer from the local area have no Navy background — they may be plumbers or air conditioning repairmen who see this project as a unique challenge."

The ship is also used as a training platform for New Orleans' Sea Cadets. In return for hours of chipping, painting, grinding and sweeping, the cadets live aboard the ship for a week and learn more about real Navy life than they ever wanted to know.

Sea Cadet Andy Wilkinson says his experience aboard *Cabot-Dedalo* will stay in his mind for a long time.

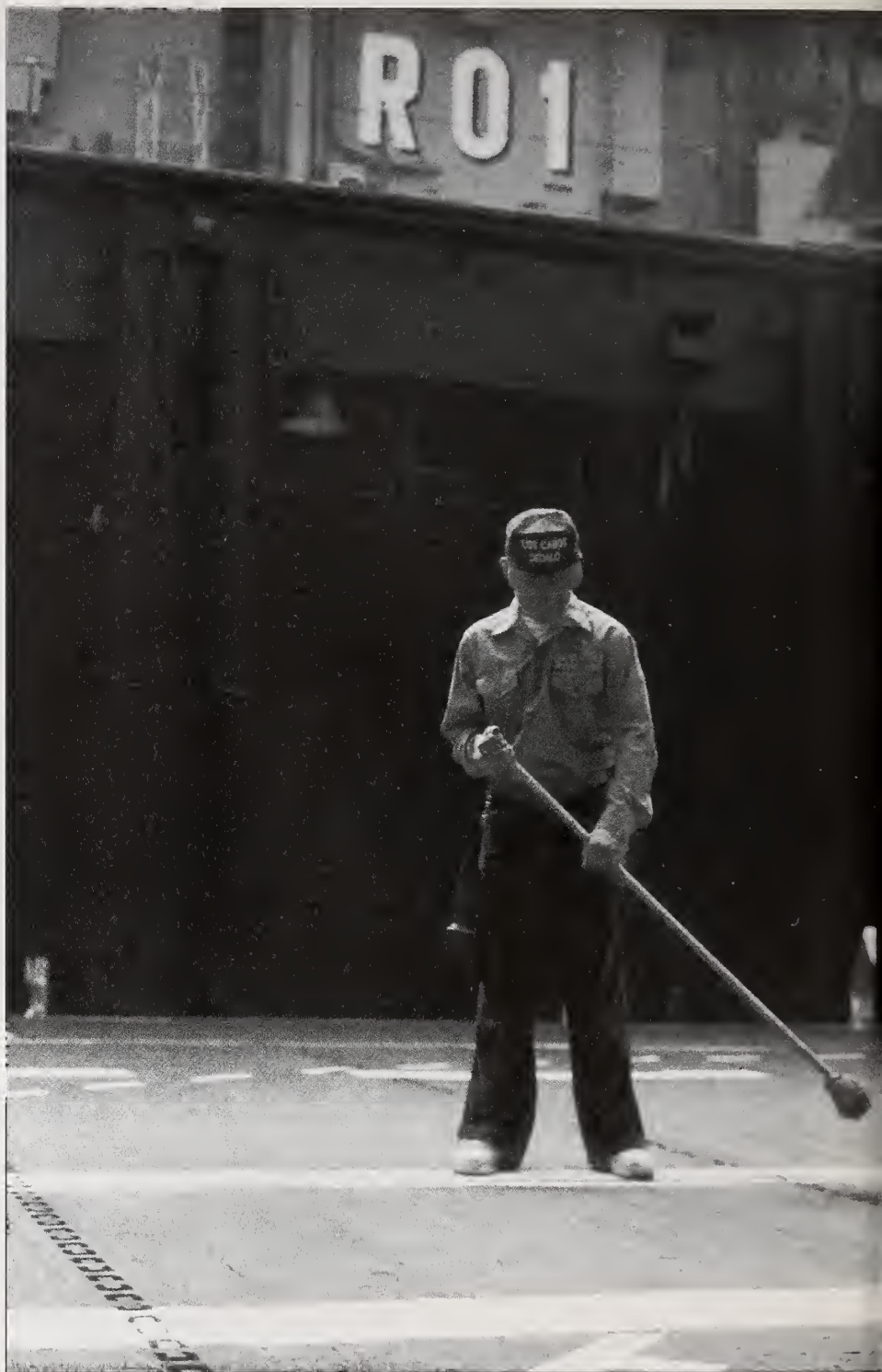
"At first I thought, 'How are we gonna get all this work done?'" he said. "There's so much to do. But after staying aboard for a while I figured out that everybody has to do a little at a time. Then it'll all get done."

"I probably won't be aboard when it's finished and looks shiny and new," Wilkinson continued. "But I'll come back and visit, because I've worked hard here."

Gale sees the Sea Cadets as potential sailors and tries to prepare them for the day they might enter the fleet.

"The kids love it," he said. "They don't just work, they get Navy training in a realistic environment. They perform morning and evening colors and learn about the chain of command. There's a long list of all the ones who want to come back. Plus, they get to live aboard a real piece of American history."

Originally built as a light cruiser, USS *Cabot* (CVL 28) was refitted as an



aircraft carrier during her final stages of construction. Commissioned in 1943, *Cabot* had the rare combination of speed, agility and aircraft capability. She was immediately deployed to the Pacific and joined in World War II maritime battles. The ship saw no relief from battle until 1945, an endurance record.

"This ship had a reputation for being tough and dependable. She sur-

**Top left: Artist's conception of completed ready room. Above: Sea Cadet Andy Wilkinson responds to "afternoon sweepers" on the aircraft elevator.**

vived two separate kamikaze attacks," Gale told a tour group as he showed off the ship's flight deck.

Following her U.S. Navy service, *Cabot* joined the Spanish navy's fleet as *Dedalo* (R 01). She served as the





Top left: *Cabot-Dedalo* under repair in New Orleans. Bottom left: Volunteers perform all the cleanup work that will make the ship ready to be a Navy museum on the Mississippi. Below: Rich Gale (right) is the operations director of the *Cabot-Dedalo* and Tony Brocato is the executive director of the *Cabot-Dedalo* Museum Foundation.



fleet flagship and was also Spain's only helicopter carrier specializing in anti-submarine warfare and training.

Today the ship is at a temporary pier on the East Bank of the Mississippi and is open to visitors who are willing to overlook the disarray that accompanies a refurbishing job of this size. Some Navy-related groups have already begun to ask if they can hold reunions aboard the ship in late 1990.

"It would be great if we got the ship ready to host a few reunions this year," Gale said, "but we need more contributions of time and money if we are going to revive this ship."

The museum's future isn't guaran-

teed according to Gale.

"Nothing is carved in stone — we may fail and have no museum at all," he said. "That would be a shame, because this is a non-profit organization and people are involved in the project out of patriotism and a need for more family-oriented attractions in the New Orleans area.

"Both the U.S. and the Spanish navies support the project, but all funds must come as donations from the private sector," Gale continued. "People in the community support us and show it by volunteering their time. But money is tight and the idea might die halfway home."

Mark Twain wrote that life on the Mississippi was an adventure. Rich Gale and the supporters of the *Cabot-Dedalo* museum are in the middle of an adventure that, in the long run, may prove fruitless. Gale, however, feels strongly about seeing the project through to a successful conclusion.

"The challenge is to get this project done," Gale said. "There are a lot of determined people involved and if willpower has anything to do with it, you'll soon see a Navy monument on the Mississippi." □

Bosco is assistant editor of *All Hands*.





# Navy at Mardi Gras

*For some sailors, “partying” is part of the job.*

Story by JO1 Chris Price, photos by JO1 Lee Bosco

Aviation Storekeeper 1st Class Wayne Truxillo arrives home some days each February to find his street blocked off, with 500 people standing outside of his apartment building. Truxillo, attached to the Naval Reserve Force Headquarters in New Orleans, is fortunate enough — or unfortunate — to reside on a Mardi Gras parade route.

“You’ve got to be real patient,” said Truxillo, who was born and raised in New Orleans. “There’s no sense in telling people not to walk on your lawn or park in your driveway. It works out though, since people are pretty courteous.”

So Truxillo sits in his upstairs

window and watches for free a show he’s seen many times before — one that others would give their right arms for.

Mardi Gras parades draw huge crowds in New Orleans. Most parades are named after some mythological figure — Sinbad, Diana or Rex — their likenesses magnificently displayed in papier-mâché, wood and plaster on the lead float.

The floats that steal the show — and most of the street — are built on flatbed trailers approximately 60-120 feet long, pulled by a tractor and carry about 35 people. Some have features such as waterfalls and moving parts; all have sprinkler systems in case of

fire, and chemical toilets.

Each parade is sponsored by social clubs, known in New Orleans as “krewes.” As many as 54 krewes sponsor parades starting two weeks prior to Mardi Gras and ending the night of “Fat Tuesday,” the day before Ash Wednesday.

Although some people are born into krewes, having family members who’ve traditionally sat on floats as kings, queens and other royalty, a member of the general public who wants to ride on a float must be invited by the krewe and pay an annual fee ranging from \$500 to \$2,000. The dues cover tractor and drivers’ fees and “throw items,” such as beads and





Navy entertains Mardi Gras crowds by throwing souvenirs (far left), marching (above) and performing at night (left).

trinkets for the entire parade. In addition, the krewes that invite Navy units to join their parades pay the travel and per diem expenses.

A portion of the funds also goes to purchase liability insurance in case riders fall off or are injured in a float collision. This year, one Hermes krewe member died following a fall from a float.

The high cost of waving your arm and tossing trinkets to strangers for three hours might be disappointing if other benefits weren't offered. A person who joins a krewe is also drawn into the krewe's elite social circle. Krewe members are also proud that his or her dues will be dispersed throughout the year to aid hospitals, foundations and other charities to which the krewes donate anonymously.

Some krewes annually invite celebrities to portray kings and queens. This year, actor Dennis Quaid was king for the Bacchus krewe. Quaid, famous for his roles in the movies "The Big Easy" and "Great Balls of Fire," rode the lead float and

played "boogie-woogie" piano music for the members-only black-tie party. Actor John Goodman of the "Roseanne" television sitcom was the king for "Endymion's" krewe, and a popular local surgeon was king for the krewe of Rex.

The krewes annually invite Navy and Junior Reserve Officer Training Corps units to participate in Mardi Gras parades. Apart from the Navy bands, NROTC and JROTC are usually the only units representing the Navy.

"You almost have to be a visual performing unit to be in a parade — having flags, bands and rifles," said Al Foucha, Public Affairs Officer at the Naval Support Activity. "I'm sure that

if a group wanted to actively promote itself to the krewes, it would get invitations. It's a matter of the krewes not knowing that they exist." In the past the Presidential Guard Unit from Washington, D.C., has participated.

"Members of the Navy Band consider it an honor to receive a written invitation by the krewes to participate in a parade," said Musician 2nd Class George Zecher, who handles operations for Navy Band New Orleans, and answers the correspondence from many of the krewes.

This year, the Navy Steel Band New Orleans rode its version of "Old Iron Sides," built by band members themselves. The float was highly complimented by other out-of-town Navy bands.

A krewe invitation brought six members of Navy Band Memphis to New Orleans in a government assigned van.

"All of our [construction] material





Mardi Gras festivities included a variety of floats, street dancing, marching bands, NROTC cadets in formation and face painting.



came from disposal items," said CWO 4 Louis Berner Jr., Director, Navy Band Memphis. The band members had a lot of help from their local Public Works shop and Morale Welfare and Recreation Office in constructing the float.

Navy Band San Francisco built its float in New Orleans, because it didn't own one on the West Coast.

The band arrived in New Orleans by plane, carrying sketches drawn by Chief Musician Carl Wolf, leader of Showband West. They began building and painting a version of a San Francisco cable car — placing panels around a truck, designed to be disassembled in sections. They were still putting final touches on their float just prior to the second parade. The project was completed with help from Reserve Seabees on active-duty training, including one who was a master carpenter.

"It took us a total of 35 hours to





build that float," said Wolf, who accompanied the band to Mardi Gras. "Next year when we go down [to New Orleans] the Seabees assured me that it would only take three hours to put it back together again. But we'll have to get the same truck," Wolf said, "or we're in trouble!"

Navy Band Charleston also designed their idea on paper, and built it in New Orleans. It, too, had collapsible wooden panels, and took eight hours to complete with the work of their seven Dixieland band members and three Seabees.

"It had gray siding on it, with a blue sign that said 'Navy Band Charleston,' with an anchor," said MUI James Lamb. "There was no theme for the float — it was just transportation for the band."

Navy floats usually carry a maximum of 17 people. The band members aren't required to pay \$500 per person to participate, since the Navy

owns and operates its floats independently. The krewes provide beads, cups and trinkets to Navy Band members to toss to the crowds. Their Navy budget doesn't allocate for "throw items," and recruiting items cannot be used.

"Mardi Gras tradition does not allow it to be commercialized," said Chief Disbursing Clerk Tom Marshall, a native of New Orleans assigned to the Naval Air Station. In his off-duty time, Marshall assists krewes in selecting beads, cups and doubloons for Mardi Gras.

Sometimes sailors buy trinkets and beads with their personal funds. In fact, in the past, Navy members threw personalized doubloons, but according to Marshall, these doubloons have gone by the wayside. Each of the 54 Mardi Gras parades has its own theme, and traditionally, each krewe has had its own personalized cups and doubloons.

The krewe of Bacchus tossed doubloons bearing the likeness of actor Dennis Quaid. The "Zulu" parade, sponsored by the black community of New Orleans, handed out decorated coconuts. As many as 200 family-decorated 18-wheelers rolled in the "Truck Parade" tossing cups, hats, underwear, beads and bracelets to the crowds.

But if tourists scramble and shout to get a fistful of colorful beads, what do local residents of New Orleans collect? According to Truxillo who lives on the parade route — "nothing!" He said it with a grin; Truxillo has attended Mardi Gras parades since he was a boy and rarely collects "throw items" anymore.

Said Truxillo, "I have to borrow beads to send to friends in Philadelphia." □

*Price is a writer assigned to All Hands. Bosco is assistant editor of All Hands.*





# Steel Band

*Combine musicians, 55-gallon drums and what do you get? Dancing in the streets!*

Story and photos by JO1 Chris Price

At an intersection on Saint Charles Avenue stand four Seabees beside a wooden replica of "Old Ironsides" on wheels — the Navy's contribution to a Mardi Gras parade, and one of 20 floats participating. The Seabees will walk alongside the vehicle to ensure its safe operation for the New Orleans-based sailors who'll ride the eight mile stretch — the 10-members of the U.S. Navy Steel Band.

On board the float, the band members surround themselves with bongos and shiny 55-gallon drums, which they'll use to produce the mellow sounds associated with the Caribbean.

A bullhorn sounds, and the street comes alive in a colorful procession. The crowd sways and shimmies to the rhythm of the beat blasting from the float's huge speakers. People in the crowd raise their arms to wave, whistle and applaud, shouting "Navy, Navy, Navy!" The Seabees struggle to keep back the revelers — many are blowing kisses and throwing trinkets to the sailors.

The chaos is dangerously exciting — pandemonium barely under control — but mostly, a show of solidarity from a city in love with its Navy — New Orleans, Louisiana!

"This area loves the military," said Master Chief Musician William Hocke, Assistant Director, U.S. Navy Band New Orleans. Hocke coordinates year-round bookings — includ-

ing Mardi Gras appearances for the Navy's Steel, Rock and Show Bands, plus three Navy bands from out of town.

While the unit leader, MU1 Art Brockmeier, is keeping the group physically and musically sharp, Hocke is mapping out the details for the Steel Band's next appearance from his combination office-rehearsal hall at the Naval Support Activity, New Orleans.

Most people don't realize the amount of effort it takes to put on a successful performance. Audiences don't see the band's work behind the scenes — the physical labor involved with moving equipment, long hours of daily practice, time on the road, living out of suitcases, and having leave requests put on the back-burner because of heavy performance schedules.

Navy musicians attend basic training upon enlisting, then six months of "A" school at the Navy's School of Music in Norfolk. The course introduces students to consistency in music style and marching and drill formation. The Navy doesn't provide musical training, however. Anyone desiring to be a Navy musician must be proficient in at least one instrument when he or she enlists.

"The primary mission of all Navy bands is to support the morale of the Navy community — to play for changes of command, retirement



Above: MU3 Bruce Smith plays an African "talking drum." Top right: Pan drum. Bottom right: Street dancing.

ceremonies, Navy birthday and Seabee balls," Hocke said. "Then, there's the recruiting effort as well."

Hocke emphasized the "one-Navy" concept. "Certainly, we're not qualified to run a sophisticated weapons system," he said, "but we do whatever we're told to do. We're all in the same Navy, no exceptions."

The Navy's Steel Band was formed during World War II, when ADM Dan Gallery, Commander of the Caribbean forces at San Juan, Puerto Rico, heard steel drum players on a visit to Trinidad. Impressed by what he heard, Gallery purchased a set of drums for \$120 for the Navy's use and the band





have between five to 32 notes on the face of each pan.

New members usually arrive having a background in percussion, xylophones, bongos or drums. Some have trombone, trumpet and tuba experience. The conga drum and bass guitar are also used in the steel band.

"I had no idea how to play a steel drum," said MU3 Gregory Boyd while fingering the ivories on a black piano, used by the members who reported to the band knowing keyboard. "When I saw the drums for the first time, they looked like oil barrels to me."

Boyd enlisted in the Navy five years ago as a cryptologic technician, but capitalized on his talents as a drummer by cross-rating to the musician field. He's been with the Steel Band for three years, and surprisingly, manages to always take his steel drums with him while on leave.

The band relies on civilian professionals to tune their steel drums. It takes special skills and is a time-consuming process.

"Each note is tuned by hammering and stretching the metal and getting the tone," said ENS Richard Osial, Director, Navy Band New Orleans. "You can pound the metal either from above or below to give you that note."

According to Osial, the life-expectancy of a drum is usually between five to 10 years. "Everytime you play it, you beat it and restretch the metal," he said. "Eventually, a piece of metal will lose its ability to stay in tune."

The Steel Band was on the road for 12 weeks in 1989, gave 106 performances and traveled from Massachusetts to California — all the while, sharing its unique blend of island music.

But how can a musician from the Midwest teach a musician from the West Coast to play music of the West Indies authentically? The band members feel that their music is not watered-down, but is just as rich and

fresh as the original island recordings. And judging by the reactions of their enthusiastic audiences, they're playing it just right.

"We have a growing library of music, due to a new influx of Caribbean and African music on the scene," said Boyd. "There's a lot more music to choose from."

"We keep the tradition alive from member to member," MUCM Hocke said. "We never want the Steel Band to lose its roots, so we still play a lot of calypso — some [selections] even from 30 years ago. We perform some vocals, and, on occasion, a pop song — but we never want to lose our calypso roots."

While most groups originating from the islands have 60-piece steel bands, Hocke is amazed at what his 10-13 members can do.

"The caliber of our musicians is excellent," he said. "The Steel Band recently released its 30th Anniversary record album."

"The band members love what they're doing," said ENS Osial. "It's the most unique type of musical organization in the military. The way to see how much they enjoy their music is by seeing them perform, and by the energy they show when they play."

In the city of New Orleans, the very presence of the Navy Steel Band causes an outbreak of dancing in the streets.

"Out in town, just the mention of the Steel Band gets positive feedback," said Boyd. "We'd probably get the same feedback if we were moved to another city other than New Orleans, because our sound is good, and people enjoy it."

According to another Steel Band musician, MU2 Robert "Chip" Armstrong, "We have a good time wherever we go. It makes all the traveling easier." □

*Price is a writer assigned to All Hands.*



# Living in 'The Big Easy'

## *Duty in New Orleans*

Story by JO1 Chris Price



Photo by JO1 Lee Bosco

Every weekend, thousands of sailors journey great distances to serve their country. To receive them, Naval Support Activity New Orleans and the nearby Naval Air Station open their gates.

They don't arrive from foreign ports, nor for liberty call. Instead, they are reservists, arriving in "The Big Easy" — a nickname popularized by a movie about Louisiana and widely used to denote New Orleans — to serve their weekend active duty training at the two largest military installations in the New Orleans area.

The Naval Support Activity and Naval Air Station host the "weekend warriors," plus personnel from all branches of the armed services and agencies of the federal government on a daily basis.

Both installations are unique to the Navy in that permanent-party personnel usually work from Tuesday through Sunday on various shifts in order to support the reservists who drill there. All major facilities on the bases are open — personnel support offices, disbursing, admin, supply and



galley — on weekends. Most facilities are closed on Monday.

"We work Tuesday through Sunday — in that respect, we are unique," said LT Wanda Boraten, officer-in-charge of PSD. "When it's all over, we're in 'the city that care forgot' — and we go out and have a good time."

According to Buddy Stalls, a New Orleans historian and businessman, the phrase "the city that care forgot" is a relatively new term used by residents to describe the town's carefree attitude. As Stall puts it, "Let the good times roll."

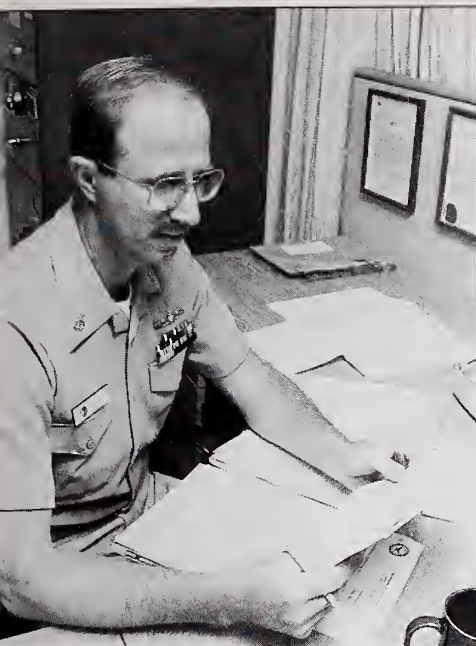
Those reputed "good times" make New Orleans a sought-after location by many training and administration of reserve personnel in the Gulf Coast

**DM2 Colleen Bouchard works at the drafting table at ComNavResFor headquarters.**

area for annual training and permanent duty. The city, like any big city, has a mixture of good and bad areas. But once a visitor becomes acquainted with New Orleans' French and Spanish origins, tastes the gumbo and jambalaya and dances on the street, they usually want to return.

For more than 125 years, the Navy has called the west bank of the Mississippi River its home. The land where the Naval Support Activity stands was originally purchased for the Navy in 1849 and used for farming. But it wasn't until the early 1900s





The reserve headquarters is the workplace for nearly 2,000 Navy men and women.

the big commissaries," said Aviation Structural Mechanic 1st Class Orson Retherford of Corrosion Control, Patrol Squadron 94, located at the Naval Air Station.

"I like what I do — fixing engines and troubleshooting," said Aviation Machinist's Mate 2nd Class Shirley Gernhard, also at the squadron.

"And, I'm from Florida," she added, "so I'm close enough to drive to Pensacola Beach."

The city of New Orleans isn't a "Navy town" in the way that Norfolk and San Diego are. New Orleans' aura comes from riverboats, crawfish, assorted seafoods and alligators in swamps.

For recreation, personnel visit shops and restaurants in the French Quarter. The Quarter is famous for its night life and restaurants on Bourbon Street that serve traditional Cajun and Creole dishes. The open-all-night clubs feature jazz and Cajun music.



Camping is CTCS Boritzski's favorite off-duty recreation in the New Orleans area.

Senior Chief Cryptologic Technician Jerry Boritzski has been in New Orleans five years, and chooses not to visit the French Quarter.

A native of Detroit and an ordained minister, Boritzski prefers outdoor family-oriented activities, even when the summer temperatures get as high



Photo by JO1 Lee Bosco

Naval Air Reserves train in helicopters at NAS New Orleans.

as 95 degrees, and the humidity reaches nearly 100 percent.

"We've got a magnificent campground at the Naval Air Station," said Boritzski, who'll be retiring shortly and plans to remain in the New Orleans area. "Whenever my family visits us from out of town, that's the place to go."

"It's a party town, with quite a few things for people who don't," added Chief Master-at-Arms (AW) Billy Stroups, of the Physical Security Office at the Naval Air Station. Stroups' office provides personal security and protection for military and civilian dignitaries visiting New Orleans, and his duties are doubled during Mardi Gras.

"It's a good duty for people who enjoy the Gulf Coast area, and a good place to come and do something different," he said.

The town is considered a sportsman's paradise because the bayous provide excellent boating and fishing opportunities.

The Mardi Gras activities each February are what New Orleans is best known for, but the spring festivals, fireworks on the Mississippi on the Fourth of July, and courtyard home tours are also popular with local residents. Other events are the mid-summer celebrations, Mississippi riverboat cruises, city park festivals and the orange, pineapple and strawberry festivals.

Daily routines for sailors stationed in New Orleans, however, don't revolve around festivals. Life for enlisted personnel living in the bache-

that the Navy began to build upon it, establishing a U.S. Naval Station, and later changing its name to the U.S. Naval Repair Base. Today, as the Naval Support Activity, the station is the home of the Navy Band New Orleans, among other commands.

Some NSA personnel rely on the Mississippi River to get to the NSA East Bank commands 15 miles away. Shuttle-boats, which run every 15 minutes Monday through Friday from 6 a.m. to 6 p.m., get them to their jobs. They work at various units, for different services: Sealift Squadron 1, Naval Reserve and Naval Air Reserve Forces, Reserve Recruiting Command and Surface Reserve Force, along with the Marine Corps, Air Force and Army components located there.

The Naval Air Station is located 12 miles from the Support Activity. It was established in 1942 to meet the Navy's need for aviators in the early part of World War II. The base assumed the role as a training base for student aviators, and was the first in the country that was planned, built and functions as a joint service air reserve base. The installation hosts attack, patrol and tactical fighter units.

Personnel also commute to Commander Naval Reserve Force Headquarters located approximately 25 miles from the Naval Air Station.

"I like the small stations, but miss





Left: NSA shuttle boat provides transportation to and from work for many sailors. Below: LT Boraten and PNC Gordon work to support reservists at NAS New Orleans PSD.



Photo by PH2 Larry Smith

Photo by PH2 Larry Smith

lor enlisted quarters, for example, is not unlike most other Navy installations. According to Mess Management Specialist 1st Class Vito Lopez, leading petty officer at the Naval Air Station BEQ, the major complaint personnel have is that the local area lacks adequate public transportation.

"It does present a problem if you don't have transportation," said Lopez, who is serving a third tour in New Orleans. "A taxi can cost \$20 one way to the French Quarter. That's probably the only negative thing about being down here."

Lopez manages two barracks at the air station, permanent and transient, and schedules 800 to 1,000 reservists a month.

"I've had 400 people come in on one weekend," he said. "It's run just like a hotel. I absolutely love this," said Lopez of his job and of the New Orleans area.

Housing units on the Naval Air Station tend to be scarce. Only 206

units are available for enlisted personnel, with a wait of six to nine months. Officers wait one year for 10 available units. At the Naval Support Activity, there are 204 units for enlisted, 82 sub-standard units for married E-3 and below (only 75 percent of BAQ is subtracted), 26 units for O-4s and O-5s, 14 units for O-6s and four units for flag officers. The waiting list is six to nine months for enlisted personnel, and one year for officer housing. Off-base apartment rentals range from \$350 to \$500 a month; houses start at \$50,000.

Many personnel consider New Orleans the best tour of duty they've ever had.

"I'm from here, and sometimes I get tired of people from out-of-town putting down the city — saying it's dirty," said Aviation Storekeeper 1st Class Wayne Truxillo of Supply Avia-

tion Logistics Department, Navy Reserve Force Headquarters. "It's an excellent tour of duty for a single person. After work you can go to school, take piano lessons — anything you like."

"New Orleans is a good tour of duty for a regular active duty personnelman, yeoman or disbursing clerk," said Chief Personnelman Nancy Gordon, Personnel Support Detachment at the Naval Air Station. "We love challenges. We don't have ships that deploy — but we have squadrons that go out."

"I've been here a little over a year, and I love it," said Chief Yeoman John T. Schuler, coordinator of active duty training at the reserve headquarters. Schuler oversees a budget for reservists who request special projects and assignments apart from their two weeks annual training. His office often modifies orders for reservists on the road.

"Wherever I go, I look for the good," Schuler said. "I like photography, and New Orleans has a lot of nature [to photograph]. It's also a good place for children — it's fun and educational."

"Sure, New Orleans has some bad things," he said. "But if that's what you're looking for — that's what you'll find." □



Photo by PH2 Larry Smith

Training reserves keeps sailors busy but New Orleans is famous as a liberty town.



Photo by PH2 J.E. Fata

Price is a writer assigned to All Hands.



# Small boats on the big river

---

## *Special Boat Unit 22 trains for riverine combat operations.*

---

Story and photos by JO1 Lee Bosco

"These boats were originally designed as 'throwaways.' Use 'em once, one mission — if they came back and they were able to go on another mission, that was gravy," said Chief Boat-swain's Mate Joseph Roy, Special Boat Unit 22 in New Orleans.

The unit operates on the rivers and bayous in the New Orleans area. Its primary mission is to support special warfare by the insertion and extraction of personnel. But being a tenant command in the New Orleans area also means training reserves and the unit does plenty.

SBU 22 owns 11 river patrol boats, 11 mini armored troop carriers and two special utility crafts, all of which are capable of delivering men or equipment to "hot landing zones." These boats, flashing along Gulf Coast rivers at all hours, have become a routine sight to the captains of the barges and steamships that navigate these waters.

SBU 22 has deployed to "hot spots" all over the world to support naval special warfare tasks.

Riverine operations date back to the Civil War, according to Roy. "That may have been when they started that 'throwaway' talk," he said. "I rode these boats in Vietnam and they were tough and dependable. They still are."

Roy has been assigned to riverine operations for most of his 28-year career. He knows riverboats and the waterways around the Gulf Coast like he's lived on the Mississippi all his



life. In fact, because he's in the Selected Reserve program, he's spent the past 15 years at the same command so he *should* know the area well. His most valuable experience comes from operating special boats in Vietnam.

"This is a good area to run these boats and teach the young guys what they can and can't do in them," he said. "And it is the most realistic environment you could ask for."

The new breed of SBU operators knows that training is the only way to become proficient on the boats. Engineman 1st Class Jeff Griffith says that the unit works to be ready to support special warfare in any riverine

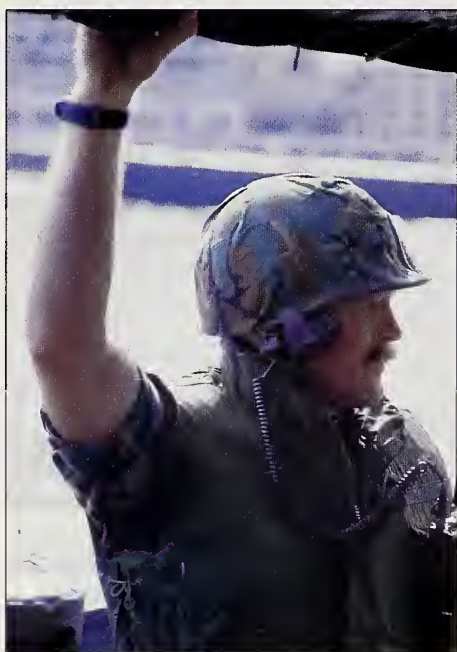
**SBU 22 provides a constant Navy presence on the Mississippi Gulf Coast waterways.**

environment worldwide.

Griffith trains active duty and reserve members on both basic and advanced river boat operations. This means many hours spent in the classroom in addition to the "fun stuff" of actually running the boats on the Mississippi and surrounding waterways.

"During classroom training sessions we emphasize tactics," he said. "We teach how to patrol and spacing between the point boat and the others in the convoy. Anyone operating a





boat has to know each boat's capabilities and limitations. That information can't be delivered in a classroom environment."

Once on the river, the unit practices the tactics learned in the classroom.

"Movies may make people think that river operations are easy or unplanned, but everything the crew does is planned. That's the only sure way to get the crew acting together as a team," Griffith said. "Sure, we have to

be able to improvise and think on our feet, but that is best done if a sailor has a solid knowledge of the speed, turning and firepower capabilities of each type of craft that we operate."

BMC Roy is one of a handful of men still teaching riverine operations from experience gained on the rivers of Vietnam.

"The guys that run these boats are as capable as I've seen," he said of the younger men of the unit. "They'll do just fine during real-life operations

**Above left: Reservists train in full battle gear to simulate riverine combat operations. Above: SBU 22 practices tactics learned in the classroom.**

and would have done great in Vietnam."

The sea stories of men like Roy are really sage advice to the next generation of riverine warfare operators.

"The unit is lucky to still have experienced people who've delivered personnel and worked these boats





**Above: The river patrol boats have become a common sight as they streak through the waters surrounding New Orleans. Left: Repair work is a constant need.**

bat but, through training in a realistic setting, we can prepare the operators and tell them what to expect," he said. "The local area provides good cover for 'the enemy' and we train extensively with special warfare team operators so they know us and we know them."

Griffith agrees that the Special Boat Unit has to develop a close working relationship with SEAL team members if the unit is to be able to support them.

"They need to be able to trust us to get them into a dangerous area as safely as possible," he said, "and we need to know that, if need be, they can help defend the boat."

Special Boat Unit 22 is the only riverine warfare unit in the U.S. Atlantic Fleet and employs 217 sailors, of which 171 are drilling reservists.

The turnover of active and reserve personnel provides the unit with an unusual training problem.

"In order to maintain a standard way of doing things, the full-time members of the command have to be

on the same page when it comes to operating the boats," said Griffith. "That way the people we train don't get mixed signals from us. We are always checking up on ourselves to make sure that we're not confusing the trainees instead of teaching them."

SBU 22 is an extremely popular unit within the reserve community. Roy thinks that even though "brown-water" operations attract a lot of high quality sailors, the unit still needs publicity.

The sailors who operate these craft don't put to sea on regular deployments. Their's is a waiting game. They train to be ready when the call comes. They know that at a moment's notice they could be enroute to a far-off spot on a map to support special warfare. Odds are that when the time comes, Navy reservists will be with them.

And the odds are that, because the the reserve and active duty members of SBU 22 spend their careers training for that moment, they will work together as a team and the job will get done. □

*Bosco is assistant editor of All Hands.*

under real fire on a day-in, day-out basis," Griffith said. "Chief Roy is able to tell the people that we train how it really is in a way that someone who hasn't been there never could."

The rivers and bayous of the Gulf Coast area provide the unit with a realistic training site that closely resembles Vietnam, according to Roy.

"In the summer it gets pretty warm down here and it rains a lot, so that's pretty familiar," he said. "Now, we can't teach the actual feeling of com-



# Journeys of faith

## *Chaplain's Soviet visit brings worlds together.*

Story by JO1 Melissa Lefler

*"These days, Jews do not appear to fear the men in black cars outside the synagogue ... as they did a few years ago. Despite glasnost, the [Soviet] system still requires [Jewish] citizens to carry internal passports ... marked with the word yevrei — Jew."*

— Excerpt from the diary of Rabbi Robert Feinberg, Moscow, August 1989.

Glasnost or no glasnost, Rabbi Robert Feinberg kept a secret from his Russian friends during a month-long visit to Moscow.

While he was in the Soviet Union last September, Feinberg didn't tell anyone that he is not only a rabbi, but also a lieutenant in the U.S. Navy. He thought it wasn't appropriate — he feared that information might somehow dilute his religious mission there.

At the request of the World Union for Progressive Judaism, and with the blessing of the chaplain corps, Feinberg took 30 days leave last August to perform a *mitzvah* — a charitable act that Jews believe brings grace to the giver, along with benefits to the receiver.

Feinberg's *mitzvah* was to give a series of lectures in Russian, teaching such things as the proper observance of the Jewish High Holy Days to Muscovite Jews. At a conference of reformed Jewish rabbis in Philadelphia early last year, Feinberg unwittingly placed himself in the running for this unusual invitation.

"At the end of one of the seminars, they passed around a form asking if anyone could speak, read or write Russian fluently," Feinberg said. "I checked the 'yes' box next to all three — I figured they'd call me later to do some translating."



Chaplain Feinberg unrolls the Torah scrolls at the Commodore Levy Chapel, Norfolk Naval Base. His congregation sponsored a Soviet emigre couple that settled in the United States.

The call that actually came was infinitely more enticing, and was the first of two remarkable and surprising phone calls Feinberg would get before the year was over.

"To the best of my knowledge, I am the first reformed, American Jewish rabbi who speaks Russian to go to Moscow to lecture," said Feinberg, who graduated with a bachelor's degree in Russian from Yale University in 1975. Feinberg, who admits that his college major was "a little nonconformist," started studying Russian in 8th grade in the Bronx, New York, where he grew up.

Photo by PH2 Dante DeAngelis



When Feinberg returned to Norfolk from Moscow in September, he came back with more than the priceless memories of seeing Soviet President Mikhail Gorbachev's policy of *glasnost* spawn the tentative rebirth of the practice of Judaism where it had been almost obliterated.

He brought back more, too, than a few carefully-packed souvenirs in his wife's luggage. Feinberg's influence led Roman and Tanya Raykhman, who were members of his "Moscow congregation," to Norfolk. A Soviet Jewish couple in their late 20s, their struggle to remain religiously faithful in an oppressive society reflects the struggle of the Jewish people since before Moses.

After leaving the Soviet Union for Rome last October, the Raykhmans had wanted to wait for the chance to live in New York. But Roman and Tanya began to despair that they might be stranded in Italy for many months, with their lives and futures on hold. Meanwhile, the Hebrew Immigrant Aid Society, which originally sponsored them, looked for a place in the United States for them to go.

The couple decided to take destiny in their own hands. They remembered that they had been told Jewish immigrants could call a friend or relative in the United States to try to get an alternative sponsor.

"I was the friend they called," Feinberg said, remembering the Raykhman's phone call last December — the second of two totally surprising, life-altering phone calls in a year. "They remembered that I was a rabbi, and called to ask if they could come to Norfolk. I felt good that there was that sense of rapport between us. I knew what had to be done to bring them here."

Although the Raykhmans are among 40,000 Soviet Jews who resettled in the United States last year, they are Norfolk's first immigrants from that community. And they are certainly the first Soviet immigrants to be sponsored primarily by a congregation of Navy people, on a Navy base.

Of course, when Tanya and Roman asked if Feinberg's congregation could help them resettle, the Raykhmans never dreamed that their rabbi was also rabbi to the entire U.S. Naval Forces Atlantic Fleet, that his congregation is made up of sailors and their families, that his synagogue is on a Navy base, or that he often flies out by helicopter to hold services aboard ships that are under way.

They couldn't have imagined such a situation because in the Soviet Union, an atheist state, there are no military chaplains, no religious services for military people and no chapels aboard ships, or on military bases.

In 1988, the Raykhmans joined a list of almost 350,000 people, Jews and non-Jews, who had requested — and were still waiting for — official permission to leave the Soviet Union.

"To get quotas to be refugees, they had to wait in end-

---

*Feinberg believes that Jews in his "Moscow congregation" no longer live with daily fear of being listed as subversives.*

---

less lines in both the American Embassy and in Soviet government offices," Feinberg said. "The entire process took about a year."

Even for those who wait, a quota is not guaranteed. Feinberg added, "They were very lucky."

When Feinberg arrived in Moscow in September, the Raykhmans had just received word from the Soviet authorities that they would be allowed to emigrate. Naturally, knowing that they would leave the Soviet Union in just two months, having in mind an ultimate destination somewhere in the United States, the Raykhmans eagerly sought Feinberg's acquaintance after attending one of his lectures. They became friends. Feinberg remembers that he was touched and impressed with the young couple's determination to absorb, as quickly as they could, knowledge of how to practice their faith.

"They had this hunger in common with the several hundred Jewish men and women in Moscow who attended my lectures and our services," Feinberg said. "They had almost no Jewish education, no experience with the practice of Judaism, yet, in their hearts, they felt very Jewish."

Very recently, with the new policy of *glasnost*, a portion of the stigma associated with involvement in any religion has begun to fade, Feinberg observed. As of last fall, when Feinberg arrived in Moscow, the situation had improved greatly since Tanya and Roman's student days a few years ago.

While Tanya and Roman were in school, they were cautious and never worshipped publicly.

"We were students — we had to get our education, our diplomas," Tanya said. "If a student was going to a synagogue, someone could write to the director of the institute — they would want to know why you were there ... you can see how unpleasant it could be."

Feinberg believes that the practicing Jews in his "Moscow congregation" no longer live with the daily fear of being listed as possible subversives, or losing their hard-won places at the universities.

Feinberg himself felt no fear while on his lecture trip. All of his activities were conducted in the open and were all connected to the practice of his faith. His presence was not in any way sponsored by the Navy, but he was there by



# Journeys of faith

invitation, under the sponsorship of an international religious organization and with official Soviet approval.

Yet, Feinberg emphasized, the Soviet Jews to whom he ministered are not all convinced that current liberalizations will be permanent. And he noticed many puzzling small restrictions that remain.

At the Moscow International Book Fair, Feinberg observed a large crowd clustered around the Israeli booth, flipping through and even standing for hours to read books about Israel and Judaism — books such as the hundreds lining Feinberg's office walls at the Norfolk Navy base — "Fear No Evil," "The Jews in America," and the Torah in Hebrew. At the Moscow book fair, the people could look at the books, but they weren't allowed to buy any, Feinberg said.

It is because of restrictions such as these, and uncertainty about the future, Feinberg explained, that dozens of young couples like the Raykhmans told him that despite *glasnost* and its undeniable improvements in self-expression and personal freedom, they must leave the Soviet Union if they are to live as Jews.

When the Raykhmans left Moscow for Vienna in October last year, with Israeli visas and permission to emigrate to either Israel or the United States, they were stripped of their Soviet citizenship. They were each allowed to take one suitcase of clothing and 100 rubles, or about \$130 American — and no jewelry, except their plain wedding bands. They did manage one special exception — they were allowed to bring their nine-month-old Siamese kitten, a gift that cost Tanya's mother several months' wages.

"It was really much easier to get the cat out than for us to get out," Tanya said, with a smile.

"There are not enough places in the United States or Israel," said Feinberg, "for every Soviet Jew who wants to leave the Soviet Union."

Until last year, he said, cosmopolitan cities like New York, Chicago and Los Angeles were favored by the immigrants and the aid societies. There are more jobs, more social services and an established Russian Jewish community to ease the transition.

"These places have become so overloaded, with such a backlog of people waiting, that smaller communities [like Norfolk] are beginning to be looked at," Feinberg said.

When the Raykhmans arrived Jan. 6 at Norfolk International Airport, they were greeted by the bright lights of TV news cameras, newspaper photographers' strobes flashing in their faces, and members of Feinberg's Navy congregation.

**Feinberg and Roman Raykhman discuss problems of emigrating from the Soviet Union, and how that process was easier for the cat than for Roman and his wife.**

Tanya recalled how she felt at that moment. "I kept my head down. I really felt shy — I couldn't look at anyone. I thought that we didn't deserve this attention."

Feinberg had pulled out all the stops to make the arrangements and get the necessary funding, calling on his wealth of connections in Norfolk's civilian Jewish community. Plus, just about his entire congregation from the Commodore Levy Chapel at the Norfolk Naval Base — about 150 people — had already volunteered to pave the way for the couple's complicated transition to American living.

The sailors at the naval station's chapel pitched in to help out with Feinberg's long checklist of help the Raykhman's needed, including arranging job interviews, getting Roman a driver's license and teaching Tanya to drive. Until they could afford a car, members of Feinberg's congregation drove the couple daily to look for an apartment, to pay their utility deposits, apply for Social Security numbers and to apply for Medicaid and food stamps.

One synagogue member and his wife helped the Raykhmans learn to use the phones, their stove, the air



Photo by JOI Melissa Leifer



---

*"Our chapel is just ordinary Americans, and this experience made them raise their expectations of themselves."*

---

conditioner and showed how to operate the small second-hand appliances given to them, such as their new blender, toaster oven and mixer.

A Navy officer and his family gave the couple a television set. He said that he thought the TV might help them with their English.

Roman and Tanya speak English quite well, although they still have some problems understanding American slang and being understood, especially on the telephone. Tanya studied English for four years at Moscow's language institute where she obtained what is roughly equivalent to a bachelor's degree in German with an English minor.

"I didn't have a chance to practice my English conversation," she said, "because I was just teaching small children." She paused, then added, "In Russia, it is still not so good [in a political sense] to know English too well."

Before the food stamps and the Medicaid were approved, both held up by a delay in getting their Social Security numbers, Roman, who had studied to be an automotive designer and engineer, found work in a tire store. Tanya almost immediately found two jobs, as an assistant manager at a restaurant at night and as a part-time children's gymnastics coach during the day.

But they couldn't open a checking account without Social Security numbers — finally, one bank made an exception.

The Raykhmans view such delays and bureaucratic difficulties calmly — these are nothing new for them. According to the Raykhmans, what Americans read about shortages, long lines and bureaucratic hold-ups in the Soviet Union is true, and the predicament perhaps is even more grave than Americans have heard.

Although *glasnost* has brought personal freedom to say what they think to an extent that she and her friends would not have believed several years ago, Tanya reports that it has not brought more prosperity. Shortages of food and clothing are worse throughout the Soviet Union, and what there is, is more expensive, she said.

A darker side results from the freedom to express one's opinions, Tanya said, during a speech April 22 at the Norfolk Naval Base's Holocaust remembrance. Old prejudices and hatreds — suppressed for decades and apparently

unchanged — have surfaced, too.

When a new dress or a pair of shoes costs eight months' wages, and country grocery stores have only three items for sale — bread, butter and matches — people begin to look for someone to blame, Tanya said in her Holocaust address. Jewish people in the Soviet Union are afraid that they will be the ones held responsible, she added.

In fact, such fears don't appear to be groundless. In March, American National Public Radio news reported that neo-Nazi groups in the Soviet Union point the fingers of blame for the current economic crisis at their favorite scapegoats — the Jews — and even threaten to burn them out of their houses, as in the Russian pogroms during the last century.

Feinberg has heard the rumblings too. "Many Jewish people in America and in the Soviet Union have qualms concerning an unsettling parallel between pre-World War II Germany and the Soviet Union today," he said. "There are many of the ingredients of the earlier Holocaust — the demise of a system of government, the fall of an economy, the search for new leadership, nationalist factions fighting amongst themselves."

While in Moscow, Feinberg heard the disturbing reports first-hand. One night he turned on his hotel television set to watch the Soviet equivalent of "Nightline" and was shocked to see a young man, in fatigues and jack boots, preaching a message of bigotry and hatred against Jews and other "foreigners."

Feinberg does not think that at this time, however, Jews in the Soviet Union are in overwhelming danger from these fringe factions. "And I'm really swimming against the stream on this one," he said, referring to the opinions of most other American rabbis active in the movement to bring Soviet Jews to America.

"I'm a realist — there is no practical way that more than two million Jews in the U.S.S.R. can leave," said Feinberg. "The best hope for those who must remain is that Gorbachev, *glasnost* and *perestroika* succeed."

For the Raykhmans, at least, Feinberg's trip to Moscow ended that terrifying uncertainty and directed them toward their new life.

Although the Raykhmans have no direct ties to the Navy, they continue to be escorted on base each week for services at the Commodore Levy chapel. They wouldn't go elsewhere, Roman said, because Chaplain Feinberg is their rabbi — their first rabbi. So completely have they been accepted into that congregation that at this year's Passover Seder celebration, held in the enlisted club on base, Roman and Tanya sat at places of honor during the meal and Roman led a part of the ceremony.

Passover commemorates the flight of the Jews out of Egypt to the promised land. This year, at the on-base Se-





**Tanya Raykhman coaches a youngster in gymnastics at Norfolk's Jewish community center. She manages a restaurant full time in addition to coaching part time.**

der, comparisons between that time, and the current influx of Jews to America from the Soviet Union were inevitable.

As close as they are to the Navy's Jewish community, the Raykhmans know that when Rabbi Feinberg transfers to Italy this summer, it will be time to loosen some of those ties and find a temple and a spiritual home in Norfolk's civilian community. They view the rabbi's leaving with sadness.

Feinberg, too, has mixed emotions about his transfer — emotionally he has invested much in his congregation here.

"I have the best of all worlds here," Feinberg said. "I'm a rabbi with a great congregation, I'm involved in programs with people of different faiths, and I have involvement with young, single adults. This is a very important time in their lives — they are really growing in their spiritual values.

"Although I'm a Navy chaplain, and I love this ministry, I'm first and foremost a reformed Jewish rabbi," he continued, "and the Navy has allowed me all the freedom I need to be that."

When he asked the Navy's permission to go to the Soviet Union, he said, "Nobody knew what I was supposed to do, what they were supposed to do, but the staff here worked overtime sending the messages. It makes me so proud to be in the Navy."

In Italy, Feinberg hopes, he will be in close touch with his "Moscow congregation," for he is personally deter-

mined to stay involved with the fate of Jews in the Soviet Union.

Feinberg explained the benefit to the Navy — how the Raykhmans brought his Navy congregation closer. This was the receiving side of his *mitzvah*.

"Our chapel is just ordinary Americans, and this experience [with the Raykhmans] made them raise their expectations of themselves," Feinberg said. "It forced them to deal with frustrations. Our people had to get in touch with their spiritual roots, in order to try to be spiritual role models for Roman and Tanya, who looked to us for everything."

Feinberg says his own lifelong dreams and expectations have more than been met in his ministry as a Navy chaplain.

"I never thought I'd form a congregation in the Soviet Union," he said, "or that any of them would follow me here."

*"This promise made to our fathers holds true also for us: For not in one country alone, or in one age have evil men risen up against us. In every generation oppressors have attempted to destroy us. But praise be to God, He rescues us from their hands."* — Passover Seder Prayer □

Lefler is assigned to NIRA Det. 4, Norfolk.



# Team Spirit '90

## *Joint training exercise celebrates anniversary.*

Story and photo by PH1 Ted Salois

The 7th Fleet training exercise, *Team Spirit*, recently celebrated its 15th anniversary in the Republic of Korea as Marines made a beach landing amid simulated resistance and naval gunfire support.

The pre-dawn firefights and explosions marked the beginning of one of the most well orchestrated and successful military exercises in the free world.

Since the first *Team Spirit*, held in 1976, the joint, combined effort has advanced at-sea and battlefield training and interoperability among the armed forces of the United States and Republic of Korea.

Training objectives were met during over-the-horizon war games with the USS *Carl Vinson* (CVN 70) battle group, beach landings from the USS *Peleliu* (LHA 5) amphibious ready group and battlefield clashes with fighting men of the 15th Marine Expeditionary Unit, 9th Marine Expeditionary Brigade and the Army's 7th Light Infantry Division.

As the Marine aggressors waged war on their foes in the field, they were supported and opposed by virtually every type of weapon, aircraft and artillery in the Marine Corps arsenal.

CH-53 and CH-46 helicopters delivered sea soldiers ashore while AH-1 *Cobras* provided air cover.

Once in the field, amphibious assault vehicles, tanks and light armor vehicles engaged while Marines and soldiers on foot fought with M-16 rifles and M-60 machine guns.



Marine engineers from Marine Wing Support Squadron 172 joined Seabees from Naval Mobile Construction Battalion 74 air detachment in a helicopter assault near Chilpo Beach.

The construction team built a helicopter and AV-8B *Harrier* landing pad in a small hilltop field.

"Normally the Seabees play a defensive role," said ENS Tom George of NMCB-74's air detachment.

"We wanted to get into a more offensive role and work side-by-side with the Marines," he continued. "We coordinated a tactical fly-in, unloaded the helicopters, dug into positions and were aggressed by a combined group of Marines and Seabees."

The constructionmen had already prepared the site with graders and bulldozers.

"Then we laid down the aluminum matting to make it safer for the landing aircraft and the surrounding area," George added.

**A signalman guides a CH-53 Sea Stallion on to the amphibious assault ship USS *Peleliu*.**

"*Team Spirit* is a rather extensive exercise," said Commodore Donald F. Santamaria, commander Amphibious Squadron 3. "Basically, it prepares both ourselves and our allies to work better together and increase our defensive preparedness. Overall, the basic concept of *Team Spirit* is alive and well."

And so are the Marines, sailors, airmen and soldiers who concentrated on safety as well as training.

"We wish to sweat very hard in peace time," said Marine Major Gen. H.C. Stackpole III, commanding general, 3rd Marine Expeditionary Force. "But we do not wish to bleed." □

*Salois is assigned to 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.*



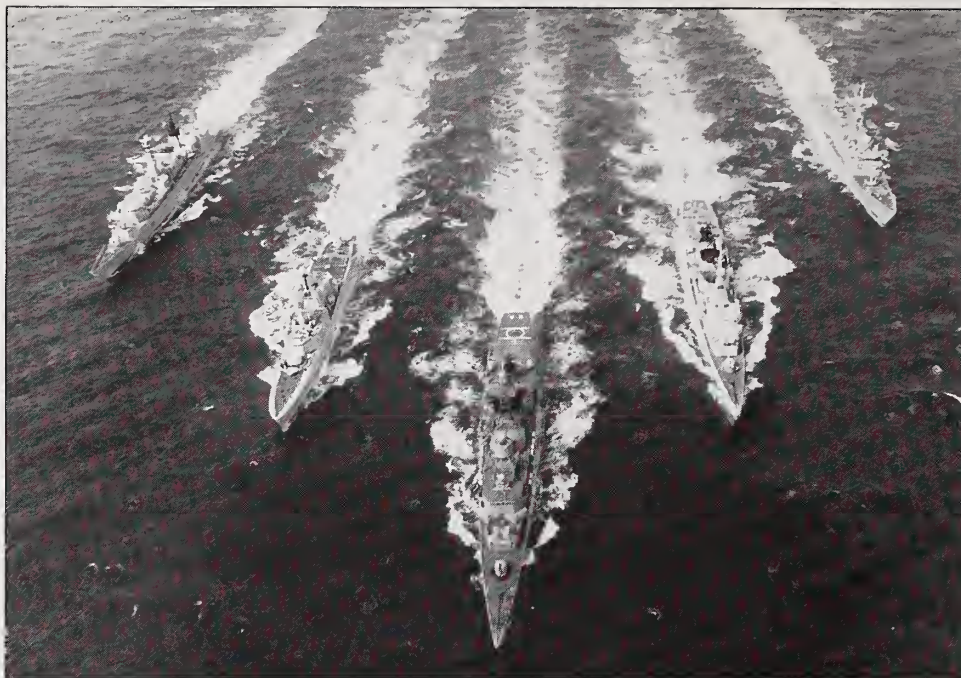


Photo courtesy of FGS Karlsruhe

# Standing Naval Force Atlantic

*International fleet on patrol for NATO for more than 20 years.*

Story by JO1 Lee Bosco

For the past 22 years, a squadron of allied warships has been patrolling the Eastern and Western Atlantic Ocean as the North Atlantic Treaty Organization's immediate reaction force at sea. The Standing Naval Force Atlantic is made up of destroyers, frigates and other naval elements from Canada, Federal Republic of Germany, Netherlands, United States and United Kingdom on a continuous basis. These ships, along with occasional augmentation from other NATO allied navies, make up the world's only operational full-time international maritime squadron.

Command of the force is rotated

among the nations assigning ships. For the past year the Federal Republic of Germany has been in command with Rear Admiral Klaus-Dieter Laudien Commander StaNavForLant. Ships are rotated into the force for approximately 90 days at a time. Five StaNavForLant ships pulled into New Orleans for a liberty visit during Mardi Gras — the flagship FGS *Karlsruhe* (F 212), USS *Stark* (FFG 31), HMS *Cornwall* (F 99), HMCS *Margaree* (230), HNLMS *Callenburgh* (F 808).

"This year has been the most rewarding of my naval career," Laudien said during the recent port visit to

New Orleans. "This force is NATO. We have operated on both sides of the Atlantic and our performance has been impressive."

Laudien refers to numerous naval exercises that the force takes part in each year as proof that the force works well together. "Each of the exercises has its own location and a set of problems that comes with that location ... for instance, the fiords of Norway present a unique anti-submarine warfare training environment. But since our nations have worked together, these problems can be quickly evaluated and, hopefully, easily solved."

The irony of having a West German





Photo by PH1(AW) Michael D.P. Flynn

Preceding page: Allied warships patrol the Atlantic Ocean. Left: Two Canadian sailors at the control console. Below: Allied forces working together on the flight deck.



Photo by PH1(AW) Michael D.P. Flynn

Europe and the United States. "We are an object of curiosity to most people in the ports we visit," Laudien said. "But we hold open-ship days in most ports and in that way we try to educate people about the force and NATO in general."

The squadron is also a nucleus around which a more powerful and versatile force could be built.

"If, in the case of an emergency, there was a need for a large naval force to be deployed in the interests of the alliance, this force would be the core," he said. "Having operated together and gotten to know each other's capabilities means that force numbers are already trained to support each other. That would be a valuable advantage."

"The cross-deck program allows sailors from the force to visit the other ships to learn how other sailors do the same job," he continued. "The men enjoy the visits so much that there are long waiting lists of people hoping to participate."

Each spring, command of the force passes to a new nation, always under the overall command of NATO's Supreme Allied Commander, Atlantic. Commodore Michael Gretton of the United Kingdom assumed command from Laudien during a change-of-command ceremony in Wilhelms-haven, West Germany, in April.

The Standing Naval Force Atlantic then put to sea to continue to carry out its unique mission. □

*Bosco is assistant editor of All Hands.*

in charge of the NATO force during the past year is not lost on Laudien. "The events in Eastern Europe of the last six months have been extremely encouraging, especially for us [West Germans]," Laudien said. "We received word that the Berlin Wall had been opened and it was a very joyous time, not only for Germans, but for the entire NATO alliance."

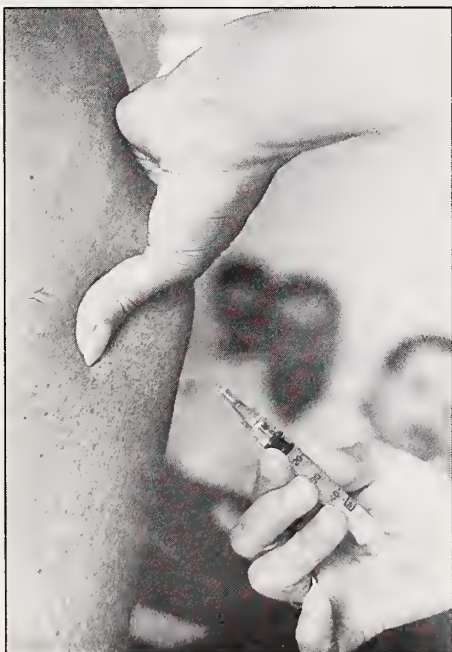
Did NATO have any role in the freedom process in Eastern Europe? "Of course," he said. "NATO's firm commitment to peace has been a long standing example to the rest of the world. That commitment surely plays a role in the peace process."

The geo-political shape of Europe may be changing due to the democratization of a number of Eastern-bloc countries. Some believe recent events in Eastern Europe will mean a smaller role for the NATO force, but Laudien disagrees. "I don't think there will be any changes for StaNavForLant," he said. "NATO will still be the strong alliance that it has always been and that means these ships will continue to train and operate."

The Standing Naval Force may have played a part in those world events by demonstrating the solidarity of the NATO alliance through numerous port visits throughout



# Give it your best shot



The dreaded shot — it causes a moment of pain, but (for some) hours of anxiety.

---

## *It only hurts a little.*

---

Story and photos by JO1 Marc Boyd

Getting a shot — some people hate it, others are indifferent, nobody enjoys it. For some, a moment or two of pain causes hours of anxiety.

For students attending Hospital Corpsman "A" School at Naval Training Center, Great Lakes, Ill., it's no different. Students sit through hours of lectures and demonstrations on giving injections before actually administering shots — to each other!

"We're really concerned because we have to be the patient next," said Hospitalman Recruit Chris R. Zuniga, a student.

Seventy students pile into a classroom where they will be introduced to a new skill. In the 11 previous weeks, the students have learned about anatomy, physiology and pharmacology/toxicology. Now it's time to learn how to apply those concepts while administering medications through injections.

"The curriculum works together, from beginning to end," said HR Nestor B. Pecson. "We've learned how to give oral medications. We're doing the same thing here, only now we're using a syringe."

As students enter the lab, their unease becomes apparent. Nervous chatter begins to fill the ward as students break off into their separate laboratory groups.

The lab, overlooking Lake Michigan, is on the seventh floor of the Naval Hospital Great Lakes. The early morning sun burns through the thick, low-lying clouds rolling in from the lake. The tranquil scenery below does nothing to ease the students' tension. The instructors arrive while the students discuss the day's

events and help to ease each others' fears.

"Sometimes students will come up to you and say, 'I'm really scared,'" said LT Pete Peterson, an instructor. "A lot of the problems the students have come from their own nervousness or their own fear of needles. Some of the people are nervous because they haven't studied, or they don't have a grasp of the material."

Peterson said a few students have an inherent fear of needles.

"I find it interesting that they are able to overcome their fear," he said. "They want to be a corpsman so much they'll let somebody who's never given a shot before give them a shot."

"It gives the students a feel for what the patient is going through," the instructor continued. "It helps them understand what the patient is feeling, because they've also been the patient."

"If students continue to have problems, we sit them down and try to find out what they're scared about. Some students are afraid that they are going to hurt somebody," Peterson said. "We tell them to pay attention and we'll get them through it, step by step."

The instructors patiently help students overcome their fears and learn the basics of medical care.

"We may teach this lab week after week, but for students, this is their first time performing a new skill," Peterson explained.

The students go through hours of instruction before actually giving a shot. They learn the basic concepts of injections in both the classroom and laboratory.





**HM instructor watches as a student administers his first injection.**

"We teach them the proper steps that have to be followed, and we show them the areas of the syringe and needle that have to maintain sterility," Peterson said.

Students also learn to choose the correct needle size, calculate drug dosages and handle adverse reactions to medications.

"I'll try to find a student who's comfortable with the material, and after I go through all the medical checks and all the safety checks, I give that student a shot," said HMC Thomas H. Rauschenbach.

"I'll ask the class if there are any questions. Then I'll turn to the student and say, 'OK, it's your turn,'" Rauschenbach said with a smile, "because if he can inject his instructor, and do it properly, he shouldn't have any problem."

Dealing with students' pressures and fears is a daily occurrence. Most instructors at the school have their own way of putting the students at ease.

"One of my students was looking nervous. When I asked her if she was, she stammered and stuttered and said 'y-y-yes.' I told her, 'I can relieve that tension just like that,'" said Rauschenbach, snapping his fingers. "'How?' the student asked. 'You failed! Now go ahead and perform the procedures.'"

She looked at me for a moment, and then she started laughing. That was all she needed to relieve the pressure, and she went through the procedures just fine."

Sometimes it's just a matter of confidence, in both the patient and the student.

"If a patient asks me if I'm good at giving shots, I tell him, 'I'm the best. So just sit back and I'll be as careful with you as I possibly can,'" said HMC Marion E. Murphy. "It could be the first time you've ever given a shot or the 100th. It's all a matter of self-confidence. If you have that, your patients are going to take it a lot easier. It builds confidence in yourself, too. Because if you say you're the best, you have to live up to it."

"Most of the time I joke with the patient," HR Pecson said. "I'll say, 'You might feel a prick, but you're not going to feel a massive amount of pain.' I exaggerate to help him feel more at ease. If he knows how I feel — that I'm relaxed — then he should feel more relaxed, too. If he knows that I'm nervous, he will feel nervous, too."

There's another reason why these students may be nervous — AIDS. Acquired Immune Deficiency Syndrome is a very real threat to anyone in the health care profession. Stu-

dents receive hours of training on precautions in handling blood and needles. That training is reinforced in classrooms and laboratories and during every performance test.

"One thing we reinforce is that they never recap the needle," said Peterson. "It used to be routine that nurses would put the cap back on the needle after they gave the injection." Recapping a needle is dangerous because it's one more chance for a corpsman to be stuck with a needle. That's why students receive hours of training on safety procedures.

"I think ADM James V. Forrestal said it best," said Peterson. "During peacetime, corpsmen are still confronted with some of the worst enemies man has ever seen.' A lot of people don't realize that. That's a lot of responsibility for these young people."

Because their training encompasses so many areas, corpsmen have to be prepared to do their jobs before they get to the fleet.

"Students are well prepared when they leave here and I think commands out in the fleet are starting to pick up on that," Rauschenbach said confidently. "The students now have a better background and have more hands-on experience. They still have a lot to learn when they get to their next command. We can't teach them everything. We just cover the basics."

"We try to do everything that will help students become better at what they're doing," he continued. "When they leave here and go out to the fleet, whether it's out to a hospital, a ship or with the Marines, they can perform the skills they learned here and be confident in that skill." □

*Boyd is a SITE instructor at Defense Information School, Fort Benjamin Harrison, Ind.*



# Moving overseas

---

*COLA and OHA aren't foreign languages.*

---

Story by JO1 Dennis Everette

You've received orders overseas and sat down to make your "to do" list. Calculating how the Cost Of Living Allowance and Overseas Housing Allowance will affect your lifestyle should be near the top of your list.

COLA is intended to equalize overseas service members' purchasing power with their counterparts stateside, if the overseas cost of living is more expensive. OHA supplements the cost of housing and utilities.

The dollar started a decline in the mid-1980s. Many overseas areas were put back on the COLA eligibility list after being off for many years, because purchasing power for service people declined in many foreign countries.

A review of all foreign exchange rates is conducted bimonthly to determine whether to adjust the COLA by the Department of Defense Per Diem, Travel and Transportation Allowance Committee.

"If a dramatic increase or decrease occurs suddenly," said Dennis Pike, chief, Economics and Statistics Branch of the committee, "an adjustment is made right away."

Personnel on the Direct Deposit System get any changes in allowance before personnel receiving checks do, because DDS accounts are computerized. Personnel pay accounts receiving checks are done manually.

Determining what the COLA should be is complex.

"We try to capture where people are spending their money," said Pike. "We can zero in on what shopping patterns are by surveying a small number of people. Those respondents tell us how much they use the exchange and

commissary versus the local market for various goods and services. For example, you may indicate [on the survey] that you buy 95 percent of your bread or clothing in the commissary and exchange and five percent on the local economy. We then do a market-basket survey — annually overseas and quarterly stateside — of the commissary, exchange and the local economy."

The COLA system is based on the "typical" sailor's expenses in an income group. To help determine what typical is, the committee uses research compiled by the Bureau of Labor Statistics. The bureau conducts an annual consumer expenditure survey, separated by occupation. One of the occupations is military.

The Per Diem, Travel and Transportation Committee uses this survey to see how much the typical stateside military person spends on COLA-type items and compares it to what sailors spend on the same items overseas.

Overseas Housing Allowance is determined by three factors: rent, utilities and moving costs. Statistically, rent accounts for about 80 percent of a person's housing costs, utilities account for 15 percent and moving expenses account for five percent.

"The rent is the major expense," said Pike. "That's captured in your master pay record by overseas disbursing offices."

Navy Finance Center, Cleveland, Ohio, reports updated information to the committee's data processing center in Monterey, Calif.

The utility allowance is based on an annual field survey. In the future,

utilities allowances may be established by a survey much like the stateside Variable Housing Allowance survey. Overseas personnel would return it directly to the committee.

The rental component is designed to cover the actual rents of 80 percent of the people with dependents. An allowance ceiling is set after rents are reviewed for a particular paygrade in a geographic area.

"Let's say, for example, we reviewed all of the E-6 rents in Rota, Spain," said Pike. "Then let's say there are 50 E-6s. What we're going to do is cover 40 of them. That's 80 percent. The 10 people with the highest rents will have to absorb part of their rent. For example, if the 40th person's rent is \$500, that becomes the rental ceiling for E-6s."

If the service member spends more than the ceiling, he pays the difference. People spending less than the rental ceiling get what they're paying.

For the utilities and the move in/move out components, the committee determines what the average expense is. The rate is set so that approximately half the people spend more than that, and half less.

Understanding COLA and OHA is just as important as many other items on your "to do" list. Since these two allowances may impact your budget, a disbursing office travel claims clerk can help you determine COLA and OHA rates at your new overseas duty station. □

*Everette is a writer for All Hands.*



## Spotlight on Excellence

# Counting pennies in Belgium

Story and photo by JO1 Melissa Lefler

Disbursing Clerk Seaman Jacquelyn Felske understands the value of a dollar — especially when that dollar really is a dollar. German deutsche marks, English pounds, Belgian francs, Italian lire and Norwegian kroner are no mystery to her, either.

Figuring up hundreds of travel claims accompanied by train, subway, taxi, hotel and restaurant bills in almost every kind and combination of European currency — and then converting those amounts to dollars — may sound like a disbursing clerk's nightmare of the hardest advance-

Felske's performance as an E-3 in an E-6 billet is even more noteworthy when you realize that she has been in the Navy just under two years, and SHAPE is her first permanent duty station.

It didn't take the 24-year-old from New Hartford, N.Y., long to start succeeding in the Navy. Her "A" school instructor handpicked her for orders to SHAPE because of her class standing — number one. That academic achievement is perhaps not surprising considering that Felske had earned a bachelor of science degree in business economics from the State University of New York in 1987.

Despite her business degree, Felske was drawn to the Navy's enlisted ranks for professional, on-the-job training and to add real work experience to her résumé. So far, she hasn't been disappointed.

"I've been really lucky that I got to come to Belgium, to this command, for my first duty station," she said. "And professionally I have been very lucky to have so much responsibility."

Felske's boss, LCDR Joyce MacMillan, the officer in charge of the Navy support staff at SHAPE, thinks that her unit is fortunate to have Felske.

"She has 250 customers, all over northern Europe, most of them very senior to her," MacMillan said of Felske. "Dealing with people about their pay can be a thankless job — they only call when there is a problem."

"Here, it takes a lot of work and research to straighten out the problems, because of the different currencies," MacMillan continued. "Despite this, she is always in a good mood, always pleasant with everyone."

When Felske isn't working, she volunteers Saturday with the "Dads Club," — a misnomer of sorts, because any adult can work with kids in the organization. The purpose of the club is to teach kids the value of money, one of Felske's favorite topics.

"It's a non-profit organization here on the post," Felske explained, adding that the club is open to children of all nationalities living at SHAPE. "Every couple of weekends we have a car wash. The kids get paid \$3 an hour. Then we take them to the exchange or the commissary and teach them how to count their change, and get good value for their money."

Getting good value for its money is what the Navy has been doing since it started to pay Felske to watch its dollars. □

*Lefler is assigned to NIRA Det 4, Norfolk.*



DKSN Jacquelyn Felske

ment exam question, but for Felske, it's everyday stuff. Felske is the Navy disbursing clerk assigned to the support staff of the Supreme Headquarters Allied Powers Europe in Mons, Belgium.

Besides taking care of paychecks for about 80 Navy people assigned to SHAPE, she also handles the pay and travel claims of about 170 U.S. sailors who are scattered around Northern Europe, on independent duty or at small commands.

For Felske, although the thrill of the chase lies in never losing track of how many pfennigs are in a penny, the reward comes from getting the right amount of money back where it belongs — in the sailor's pay.

Felske's aptitude for accurate accounting is not unappreciated by the people whose pay records she keeps in good order.

"She's a lot better at keeping my pay straight than most of the first class DKs who have been in charge of my record at other commands," said a SHAPE senior chief.



# Bearings

## **Nimitz bodybuilder takes title in Emerald Cup competition**

In the sports world of bodybuilding, a USS *Nimitz* (CVN 68) sailor is quickly establishing a name for himself in the Pacific Northwest.

Storekeeper 3rd Class Richard Whitley won a title in the Emerald Cup Bodybuilding Championship held in Seattle recently. Whitley won the middleweight division and nearly took the overall title of "Mr. Emerald Cup," missing only by a split-decision by the judges to place second. By taking second Whitley qualified for national competition.

"It was fun competing in the event and seeing how I compared to the other bodybuilders," Whitley said. "Someday I'd like to turn pro."

The five-foot, six-inch, 165-pounder worked out with no special coaching for several years. However, that changed last fall.

"I'd always wanted to get into organized competition," Whitley said.

"The guys I worked out with in the ship's gym helped me give this ambition some serious consideration when a friend introduced me to [my trainer Stu] Marks."

The advanced training paid off, and quite quickly. Two weeks later, Whitley entered the middleweight division at the "Mr. Seattle" competition and won both the middleweight and overall Mr. Seattle novice division.

"My wife keeps me going and helps me stay on my diet. Some days I didn't want to train, especially after a hard day of work, but she made sure that I kept it up," he said. "Serious training has its ups and downs, and it's hard to stay motivated sometimes. That's where my wife steps in." ■

—Story by J0SN Jeffrey A. McCarthy, Public Affairs Office, USS *Nimitz* (CVN 68).



**Nimitz's Whitley, onstage during a competition, flexes for the judges.**

## **USS *Guadalcanal* helo performs night rescue of fishermen**

Coordination from a UH-1 *Huey* helicopter crew assigned to USS *Guadalcanal* (LPH 7) and "just plain luck" led to a successful nighttime rescue of three fishermen off the coast of Cape Henry, Va.

Marine Corps pilot Major J.R. Steele, Navy co-pilot LT R.M. Crowell and air crewman Aviation Structural Mechanic-Hydraulics 3rd Class Charles A. Ferrer were returning to Naval Air Station Norfolk's Chambers Field following a routine night training operation. However, they got a call asking for a search and rescue equipped helicopter.

When the *Huey* arrived on the scene, its crew found two other helos

already searching for the fishermen.

"The first thing we did was get everyone on the same frequency," Crowell said. "Then we set up the standard search pattern. The water was choppy and the wind was about 20 knots. I didn't know how we were going to find them, but we all knew we had to find them fast."

Coming off a turn, Steele spotted reflective tape from one of the fishermen's anti-exposure suits.

"We went into a hover about 20 feet above the water and dropped the hoist down to them," he said. "It was hard to hold the hover — the wind was gusting and, at night, you have few visual references to gauge your height

with. It was total crew coordination. The rescue involved a lot of luck, but the main factor in its success was the way that everyone worked together."

After the final man was hoisted into the helo, the aircraft headed toward Portsmouth's Naval Hospital to help relieve its occupants' suffering from hypothermia and weariness.

"It went just the way we practice it," Crowell said in summary. "There are no routine emergencies, but there are routines for emergencies, and we used them." ■

—Story by JO2 M.L. Montague, Public Affairs Office, USS *Guadalcanal* (LPH 7).



# Bearings

## Sasebo community relations and USS *Samuel Gompers*

When a ship's motto is "Service Supreme," it shouldn't surprise anyone that 80 USS *Samuel Gompers* (AD 37) crew members submitted special request chits to spend a day helping others in need.

The sailors spent a long day painting, fixing bicycles and playing with children at the Seibo-No-Kishi orphanage near Nagasaki, Japan. It was part of a community relations project arranged by Commander, Fleet Activities, Sasebo. The sailors' participation reflected the sincere concern for others that *Gompers* crew members demonstrated after the San Francisco Bay Area earthquake, which got them

nominated for the Department of Defense Humanitarian Service Medal.

"This kind of thing makes you feel really good," said Hull Technician 3rd Class Laurie Richard. "It's worth giving up the only day off I've had in two weeks to be here."

The mechanical skills of Machinist's Mate 2nd Class Michael Keller, MM3 Michael Bragg and Engineman 3rd Class Daniel Labonte were put to good use in repairing all but one orphanage bicycle.

"They have so little — just fixing their bikes makes them grin from ear to ear," Bragg said.

The entire *Gompers* crew is a volunteer-oriented group, according to her commanding officer, CAPT James F. Amerault.

"After the Bay area earthquake last October, our sailors did an amazing number of things to help," he said. "They ran boats, manned the control center, fixed ruptured gas lines, set up emergency shelters, supplied electricity and steam for other ships, gave away their own blankets and volunteered their scant off-duty time as Red Cross volunteers, just to name a few."

What motivates *Gompers* sailors? MM3 Bragg summed it up by saying simply, "What a good feeling." ■

—Story and photo by LCDR William Chrystal, Chaplain's Office, USS *Samuel Gompers* (AD 37).



The 80 *Samuel Gompers* crew members who worked at the Nagasaki-area orphanage with some of the children and staff members.

## Kennedy's dental department fixes more than teeth

What happens when a fiberglass gear breaks, you have no more spares and vital electronic equipment is down indefinitely? Aboard USS *John F. Kennedy* (CV 67) they call dental!

During *FleetEx 1-90*, a gear in the electronic warfare direction-finding antenna wore out on *Kennedy* and Chief Electronics Warfare Technician Mark W. Karrick, an EW observer for Commander Naval Air Forces Atlantic, suggested that they try the dental department.

EW2 Frank E. Fisher, the EW watch supervisor and technician for the DF antenna, recalled that there had been problems with this particular gear in

the past. "We ran out of useable gears," Fisher said, and "that's when Chief Karrick came up with the idea of using dental. Right now, dental is the 'Most Valuable Player' of the EW module."

"Dental regularly gives a helping hand when asked," said Chief Dental Technician Patrick L. Pellett, "but this was the first time dental repaired something for the EW Module."

Some of the teeth from the gear were stripped, making it unuseable. Pellett said he used a denture acrylic, normally used in making and repairing dentures, to solve the problem. He simply made a mold of the gear and

used that to replace the broken teeth.

"If it hadn't been for his efforts," said EWCS Richard C. Sparkes, leading chief of OK division, "we would still be waiting to play the ball game."

Sparkes summed up the crew's attitude as "can do."

"You have dental people repairing electronic equipment by fixing gears," Sparkes explained. "If it wasn't for this ship's ability to say 'I can do the job, regardless of what the circumstances are,' we wouldn't be where we are today." ■

—Story by JO2 Ed Buczek, Public Affairs Office, USS *John F. Kennedy* (CV 67).



# Bearings

## Navy wife supports recruiting by decorating window

Machinist's Mate 1st Class Richard D. Barton was busy at work late last year in the Pocatello Mall Recruiting Station in Pocatello, Idaho, so his 10-year-old daughter Hannah and wife Deborah waited outside near the station's window display. While there, his wife noticed hardly anyone looked at the four-foot by six-foot window display, or if they did, it sure didn't encourage anyone to venture inside.

"The window had some posters, but it wasn't very eye-catching," Deborah said. "I thought it didn't tell much about the Navy or its lifestyle."

And she has knowledge of Navy life. Richard and Deborah celebrated their first wedding anniversary over the phone while he was at boot camp. Since that time she has provided constant support for her husband and his shipmates by organizing "welcome home" parties after deployments and serving as command ombudsman. Volunteering to redecorate the Navy's window seemed only natural to her.

"I've always felt I've helped my husband's career," she said. "Here in Pocatello his job is informing young men and women about the opportu-

nities the Navy has to offer. When I saw the window, and how people reacted to it, I just had to redecorate it."

Items from a large sea chest at home overflowing with family memorabilia from around the world were added to the display of a Navy "crackerjack" uniform and recruiting posters given to Richard 17 years ago by his recruiter.

"Many people have misconceptions about the Navy," Deborah said. "They don't realize the potential there is for travel, not just for those in the Navy, but their families too. I chose to decorate the window to show people that the entire family benefits from the Navy."

Richard believes Deborah's window dressing has made a difference in his recruiting efforts.

"Our window does seem to get people's attention better," he said. "I've even had people come in and ask questions about things in the window. Things picked up from around the world are interesting to people who have never traveled."

Deborah says dressing up the window benefits her husband, the other recruiters and the town.

"This window can get the attention of people who are walking through the mall and perhaps catch their interest enough to get them to come inside and ask questions. There really aren't too many jobs for kids unless their parents can afford to send them to college. There really isn't much chance for them to learn skills required to get a decent job. The Navy is the smart way to get training and experience." ■

—Story by JO1 Diane Jacobs, Public Affairs Office, Navy Recruiting District Portland, Ore.

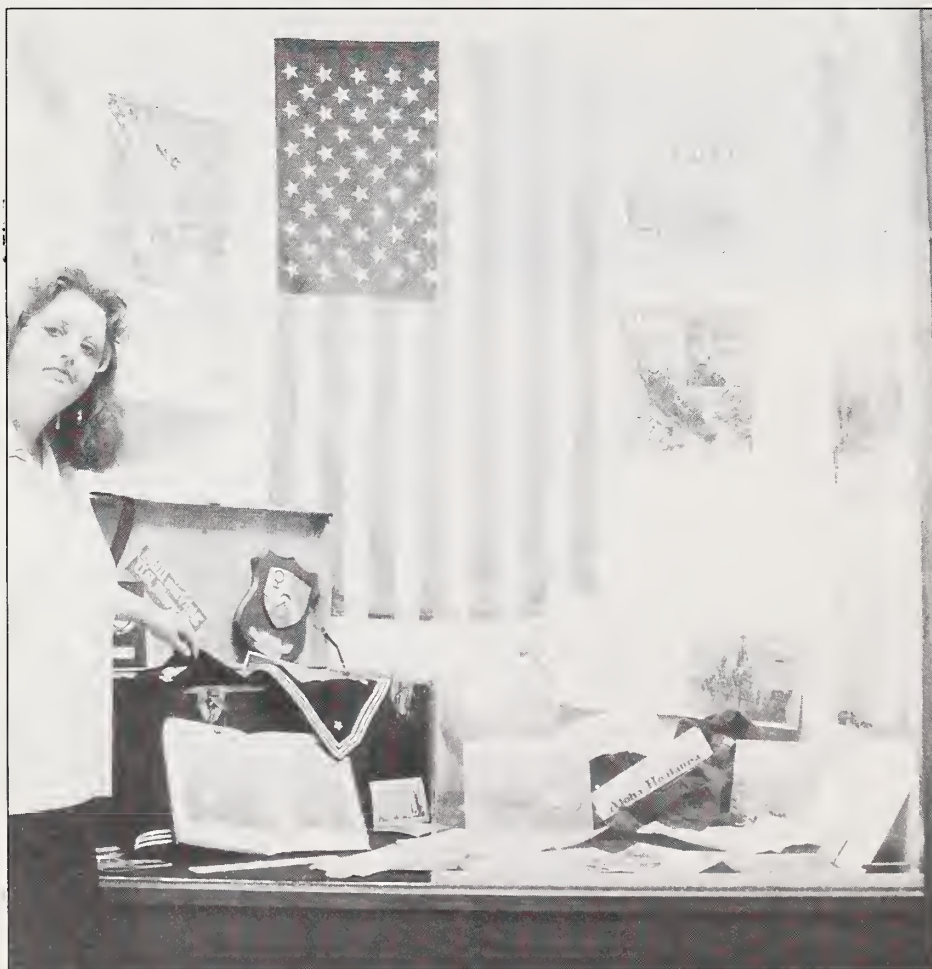


Photo by Jean Kokos



# Bearings

## Father and son carry-on more than just a name

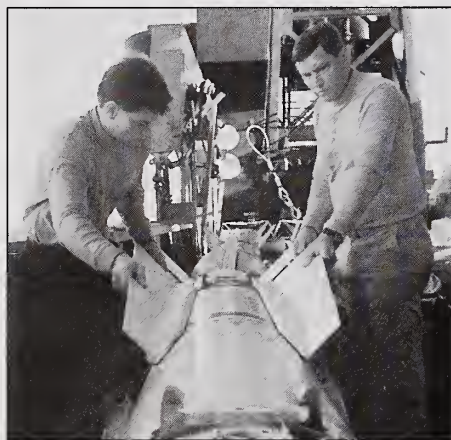
In the "days of old" it was quite common for a trade to be passed on from generation to generation: If the father was a sailor or a swordmaker, the odds were that his son would follow in the same trade. Things have changed through the ages, but on the aircraft carrier USS *John F. Kennedy* (CV 67) this medieval standard can still be found in the Peterman family.

Master Chief Aviation Ordnanceman (AW) Robert L. Peterman Sr. and his son AO3 (AW) Robert Peterman Jr. are a modern-day father-son team working together in the Navy, on the same ship and in the same rating.

Robert Sr., leading chief for the ship's weapons department, is a seasoned Navy veteran having served on six carriers in his 25 years in the Navy.

The junior Peterman is attached to Fighter Squadron 14 "Top Hatters" Ordnance Shop, which is part of *Kennedy's* deployed air wing and homebased at Naval Air Station Oceana, Va.

Although both father and son work on the same ship, Robert Sr. said they



Father and son team up to inspect the *Phoenix* missile that will soon be loaded onto an F-14 *Tomcat*.

really don't get a chance to see each other often because he works days and his son works nights. Occasionally though, they'll meet each other in a passageway or exchange phone calls to hear how the other is doing.

Both Petermans agree that serving in the same rating and on the same ship hasn't changed their relationship, and may have actually strength-

ened their family bond.

"We never had any major problems," Robert Sr. explained, "just typical teenager stuff. If anything, I think we're probably a little bit closer now. It's a good feeling to go overseas and have a part of your family with you."

For Robert Jr., being in the Navy has given him a better understanding of his father and life at sea.

"Before I came into the Navy," the younger Peterman said, "there were times I really didn't know where he was coming from, but now I deal with the same things and understand what he's talking about."

For *Kennedy*, and these two modern-day sailor-swordmakers aboard her, it appears that tradition from the "days of old" is still being upheld within the Navy and within the Peterman family. ■

—Story by JO3 Alan D. Day, Public Affairs Office, USS *John F. Kennedy* (CV 67).

## Seabees provide disaster relief with Operation *Atlas Rail*

Late last January, floods in south central Tunisia, Africa, damaged vital railway transportation, seriously threatening the local economy, especially their essential phosphate export industry. Enter the Seabees and Operation *Atlas Rail*.

"The ready-to-deploy-anywhere-anytime" Seabees of Naval Mobile Construction Battalion 3, Construction Air Detail, mounted out 90 men and more than 50 pieces of equipment and material to help in much-needed disaster recovery operations.

Airlift support for the Seabees was

provided by Naval Station Rota, Spain, C-130 *Hercules* aircraft from Fleet Logistic Support Squadron 22, while sealift support came by way of the dock landing ship USS *Portland* (LSD 37), deployed with 6th Fleet.

When the first NMCB-3 Seabees arrived, they were greeted by enthusiastic local people, mostly children.

Operation *Atlas Rail* restored approximately 200 miles of railway to full use. The Seabees also installed 30 drainage culverts under the newly repaired railbed and built numerous retaining walls to prevent the banks

from eroding during the next storm.

According to the U.S. ambassador, Tunisian authorities "were full of praise for the spirit of cooperation exhibited towards their Tunisian army counterparts and they noted that the Tunisian people would not soon forget the help received from their American friends in an hour of need." ■

— Story provided by NMCB-3 Public Affairs staff.



# News Bights

Despite waterfront scuttlebutt they may have heard, sailors can expect to move on time during this fiscal year. Funding is available, so Navy members should not be delayed in meeting projected rotation date windows or prevented from attending technical training, according to RADM R.J. Zlatoper, who is in charge of all detailers at Naval Military Personnel Command.

"We have the funds," Zlatoper said. "FY90 looks good. In fact, we have just received an increase in allocation of \$8 million for permanent change of station moves to carry us through this year."

He added that people need to understand that an individual sailor's PRD is a five-month window, not a specific month. Not moving a sailor during his "PRD month" doesn't mean the Navy is out of money.

\* \* \*

Photographers and journalists will travel to Navy facilities around the world this fall to try to capture a typical day in the Navy.

Retired ADM William J. Crowe Jr., former Chairman of the Joint Chiefs of Staff, suggested to Collins Publishers that the Navy would be an excellent subject for their series of "a day in the life" coffetable books. The publisher agreed with the idea and plans on a new book to show a global cross section of Navy life and people in a single 24-hour period. At least 100 civilian and military photographers will be assigned to the project.

Shooting is tentatively set for Oct. 12, the day before the Navy's 215th birthday.

Specific shooting assignments for the book will be tasked by the Chief of Information, based on ideas submitted by individual commands around the world.

For information about the "Day in the Life of the U.S. Navy" project, write Director News Photo Division, CHINFO, Room 2D338, Washington, D.C. 20350, or call Russ Egnor at (202) 697-6944, Autovon 227-6944, FAX (202) 694-3186.

\* \* \*

More than 120 guests, Navy officials and members of the news media attended a graveside service for crewmen of a Navy patrol aircraft lost over Vancouver Island, British Columbia, 42 years ago. The service was held at Arlington National Cemetery in April.

The nine officers and enlisted men aboard the Patrol Squadron 1 P2V-2 *Neptune* disappeared over the island's mountainous terrain Nov. 4, 1948, during strike mission training.

The pilot of the ill-fated aircraft, the squadron XO LCDR Wilbur W. Titsworth, radioed the squadron commander that his left wing heater was not working and that he was descending to avoid icing conditions after passing through low clouds and fog. That call was his last. Extensive search and rescue efforts failed to locate even a trace of Titsworth and his crewmen.

In 1961, a geologist discovered aircraft wreckage in the mountains on Vancouver Island, and later some remains were discovered near the site by a team from the Naval Aviation Safety Center. The remains were buried and a plaque was set in concrete at the crash site.

A Navy recovery team returned to the scene in September 1989, exhumed the remains and transported them to the Central Identification Lab in Hawaii. A month later it was recommended that the remains be buried together.

\* \* \*

While "The Hunt for Red October" continues to tantalize moviegoers and set box office records, Paramount Pictures is gearing up to release another Navy blockbuster this summer.

Set during the Vietnam War, "Flight of the *Intruder*" is based on the best-selling book by Stephen Koontz. The film tells the story of operations by an A-6 *Intruder* squadron in Vietnam and the pressures placed on Navy aircrews throughout the war.

Navy support of the movie included 10 days of filming at sea aboard USS *Independence* (CV 62) and hundreds of flight hours logged by the "Boomers" of Attack Squadron 165.

\* \* \*

Frigate USS *Fanning* (FF 1076) played a major role in saving the life of a Greek merchant sailor while operating in the Persian Gulf recently.

The San Diego-based *Fanning* received an urgent radio call from an oil company requesting medical assistance for a crewman aboard the Liberian tanker *Indiana*. The seaman was reported unconscious and was having difficulty breathing.

In response, *Fanning* quickly closed the 100 miles separating the ships and evacuated the crewman. Two hours after the initial distress call was made, an SH-2 *Seasprite* from Helicopter Anti-submarine Squadron (Light) 35, embarked on *Fanning*, was hovering over *Indiana*. The seaman was transported to the U.S. Navy ship, where his symptoms were diagnosed as a stroke. He was immediately delivered to an emergency medical team in Fujairah, Oman.



# Mail Buoy

## Shortcoming

Your article in the February 1990 issue of *All Hands* fell short of depicting the true picture of Military Sealift Command operations. Unlike the USNS *Kawishiwi* (TAO 146), a training unit which operates off the Southern California coast, the crew of MSC vessels that are forward-deployed experience the true meaning of the phrase "arduous sea duty." For they are the ones who leave their homes, families and friends behind for 12-month or longer deployments consisting of battle group steaming, Indian Ocean deployments, fleet exercises and far-away underway replenishment rendezvous. These are proud sailors who work as a team, doing a large job in a large ocean.

I would like to take this opportunity to distinguish the men and women from the military departments of these forward deployed ships: USNS *Hassayampa* (TAO 145), USNS *Pouchatoula* (TAO 148), USNS *Passumpsic* (TAO 107), USNS *Navasota* (TAO 106), USNS *Higgins* (TAO 190), USNS *Spica* (TAFS 9) and USNS *Kilauea* (TAE 26). These sailors meet the challenge *daily* during a rewarding and satisfying tour on board an MSC vessel. Here's to them!

— LT Michael A. Manchor  
USNS *Hassayampa* (TAO 145)

## Reversed hands

While looking at the picture on the back cover of the April 1990 issue of *All Hands*, the drill instructor of Aviation Officer Candidate School noticed that the sailor in the photograph appears to be doing "Present Arms" incorrectly.

According to the NAVMC 2691, Drill and Ceremonies manual, the right hand should be on the small of the stock and the left hand at the balance or midpoint on the weapon. In the photograph, the hands are reversed. Our question is simple — was this done on purpose for some reason, or was it simply a mistake?

— Gunnery Sergeant Steven Holt  
Aviation Officer Candidate School  
Naval Air Station, Pensacola, Fla.

• A phone call to the office of the Ceremonial Guard at Anacostia Naval Station, Washington, D.C., confirmed that the sailor's hands were indeed reversed. Although I'm not able to determine the

reason, it seems likely this was a mistake. Good catch, Gunny. — ed.

## Those bitts can bite

I recently received your May edition and was very pleased with the fine coverage of my activity, the Naval Safety Center. However, I was disconcerted to note a safety violation in the photo on the inside back cover. The sailors on the USS *Connole* [FF 1056] involved in the line handling evolution are not adhering to safe working practices. The line handler nearest the bitts (standing, holding the line in his hands) should be at least six feet away from the bitts so that he will not be pulled into the bitts in the event the line surges.

Perhaps they should review the film "Synthetic Line Snapback" available from the Naval Education and Training Support Center, Atlantic, or refer to NSTM Chapter 613, para 613-2.14.5

Keep up the good work.

— LCDR M.A. Hess  
Naval Safety Center, Norfolk

## Picking a winner

Concerning your January 1990 edition of *All Hands*, I was amazed to see the winner of your black and white photo story contest and I am curious to know your judging criteria. While I thought "NAVTAG," your First Place choice, was somewhat interesting, "The Final Farewell" evoked an immediate emotional reaction from me. Just to reassure myself, I polled the rest of my office and they all agreed: "The Final Farewell" was the clear winner.

— LT Scott Ripley  
Naval Air Force, U.S. Pacific Fleet  
San Diego

• A photo story must do more than evoke immediate emotional response — it must also convey a complete story. The judges felt that the photos in "The Final Farewell" were good, but didn't tell as complete a story as those in "NAVTAG." Photo judges must look at the photo story as a whole, not as individual pictures. They also have to consider the layout design and the technical quality of the photos, which is less easy to judge once they are printed in the magazine. — ed.

## Missing squadron

I am writing concerning your story on "The Hunt for Red October" in your March 1990 edition. You mistakenly left out Helicopter Anti-submarine Squadron (Light) 43. HSL 43's Detachment 5 was based on board USS *Reuben James* (FFG 57) during the filming of Mr. Clancy's novel. The detachment put in long hours to support the endeavor, and they deserve the recognition due for their dedication.

Thank you for an informative and insightful magazine.

— AT2 Guy A. De Marco  
HSL 43, Quality Assurance

## Know your weapons

While reading the article on the NTC Orlando drill team in the March 1990 *All Hands*, I noticed two irregularities. The photograph accompanying the text shows what appears to be a service rifle of World War I vintage. The text, however, refers to Korean-War vintage rifles. There was no U.S. Korean-War vintage rifle. The service rifle during the Korean War was the World War II vintage M-1 Garand.

If the rifle used by the drill team is an M-1 Garand, the text should identify it as such. Millions of Americans know what a "Garand" is and the same millions also know that the service rifle in Korea was the World War II vintage M-1 Garand.

If the rifle used is the one depicted in the photograph, then it should be identified as a World War I vintage rifle. Casual mis-identification of any weapon or weapon system does not reflect well on an author, especially in a military publication.

— Steve Schady  
USN, retired

• You certainly know your weapons — further checking with NTC Orlando reveals that the drill team uses a 30 caliber, 1903 Springfield carbine rifle with bayonet. — ed.

## Reunions

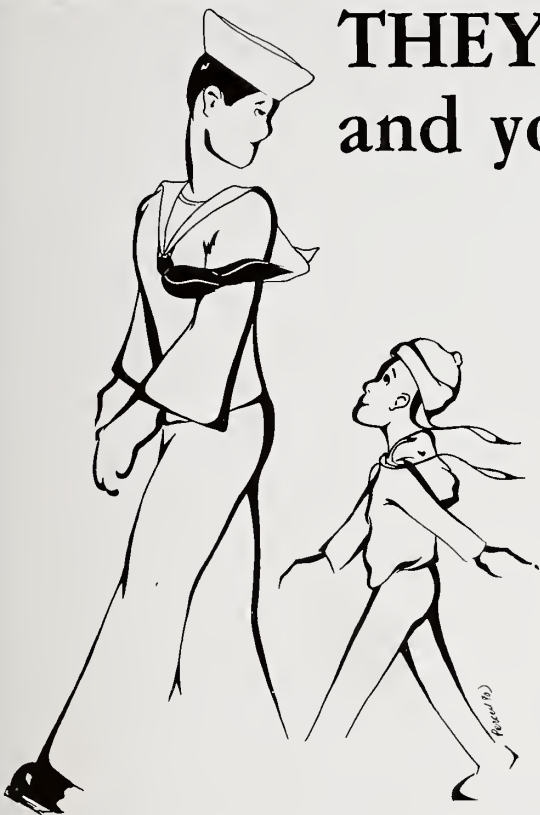
• USS *Phelps* (DD 360) — Reunion Aug. 28 - Sept. 2, Beaverton, Ore. Contact Harold Placette, 3336 Roanoke Ave., Port Arthur, Texas; telephone (409) 962-1348.



# Reunions

- **USS Curtis (AV 4)** — Reunion Sept. 5-9, Stouffer Hotel, Rochester, NY. Contact Harold F. Oliver, 1575 W. Valley Parkway, #37, Escondido, Calif. 92025; telephone (619) 741-7831.
- **USS Fulton (AS 11)** — Reunion Sept. 6-9, St. Louis, Mo. Contact Charles J. Meyer, 8364 Capeview Court, Norfolk, Va. 23518-5936; telephone (804) 588-2643.
- **SLCU-34 and ACORN-2** — Reunion Sept. 5-9, Quality Inn-Bayview, Bremerton, Wash. Contact David Konovsky, 165 Towne Rd., Sequim, Wash. 98382; telephone (206) 683-2710.
- **USS Tutuila (ARG 4)** — Reunion Sept. 6-9, Ramada Inn, Williamsburg, Va. Contact John Hennessey, 4613 Dartmouth Ave., Holiday, Fla. 34691.
- **115th Naval Construction Battalion** — Reunion Sept. 5-8, Waterfront Plaza Hotel, Indianapolis, Ind. Contact Edward Plummer, 5023 East Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.
- **USS Granville (APA 171)** — Reunion Sept. 6-9, Reno, Nev. Contact Bob Blanding, 4559 Shawn Court N.E., Salem, Ore. 97405; telephone (503) 393-8739.
- **National Association of Fleet Tug Sailors** — Reunion Sept. 6-8, Orlando, Fla. Contact Bob Yates, 762 Medocino Ave., #15, Santa Rosa, Calif; telephone (707) 523-4415.
- **609th Ordnance Base Armament Maintenance Battalion** — Reunion Sept. 6-9, Marriott Hotel, Colorado Springs, Colo. Contact Paula Sheagley, P.O. Box 11850, Pueblo, Colo. 81001; telephone (719) 544-7878.
- **USS Princeton (CVL 23)** — Reunion Sept. 12-16, Henry VIII Hotel, St. Louis, Mo. Contact Sam Minervini, 251 Marlboro Road, Wood-Ridge, N.J. 07075.
- **USS Arided (AK 73)** — Reunion Sept. 13-16, San Luis Obispo, Calif. Contact Richard Baker, 1002 Cathering Ave., Kinston, N.C. 28501.
- **USS Heywood (APA 6) and USS Neville (APA 9)** — Reunion Sept. 13-16, Portland, Ore. Contact Merle Teegarden, 3015 SW Wembley Park Rd., Lake Oswego, Ore. 97034; telephone (503) 639-0170.
- **USS Aaron Ward (DM 34)** — Reunion Sept. 14-16, St. Louis, Mo. Contact Einar Dyhrkopp, Shawneetown, Ill. 62984; telephone (618) 269-3914.
- **USS Nassau (CVE 16)** — Reunion Sept. 16-18, Las Vegas, Nev. Contact Sam Moore, 10320 Calimesa Blvd. Space #221, Calimesa, Calif. 92320; telephone (714) 795-6070.
- **USS PC (477)** — Reunion Sept. 18-20, Put In Bay, Ohio. Contact Art Dunkelberger, 1138 Rand Villa Ave., Camp Hill, Pa. 17011; telephone (717) 761-2473.
- **USS McGaffery (DD 860)** — Reunion Sept. 20-23, San Diego. Contact Emmet E. Reed, 4116 Galt Street, San Diego, Calif. 92117.
- **USS Baddeng Strait (CVE 116)** — Reunion Sept. 23-26, Las Vegas, Nev. Contact Henry Trotter, 106 Sage Dr., University City, Texas 78148; telephone (512) 658-3447.
- **USS Leedstown (APA 56)** — Reunion Sept. 23-27, Seekonk, Mass. Contact R. E. Larken, P.O. Box 7823, Longview, Texas 75607; telephone (214) 643-7625.
- **USS Omaha (CL 4)** — Reunion Sept. 24-28, Orlando, Fla. Contact Burt Jones, 1245 Swallow Dr., Virginia Beach, Va. 23456; telephone (804) 427-2436.
- **USS Anthedon (AS 24) (World War II)** — Reunion Sept. 24-27, Las Vegas, Nev. Contact Jerry Staats, P.O. Box 29081, Charlotte, N.C. 28229.
- **USS Machias (PF 53) and Escort Division 33** — Reunion Sept. 27-29, Holiday Inn Charleston/Mt. Pleasant, S.C. Contact John R. (Dick) Jones, 806 Helene St., Wantagh, N.Y. 11793; telephone (516) 731-0442.
- **USS Galveston (CLG 3)** — Reunion Sept. 27-30, Nashville, Tenn. Contact Edward L. Kerner, P.O. Box 283, Norristown, Pa. 19404.
- **USS Moale (DD 693), USS Sumner (DD 692) and USS Cooper (DD 695)** — Reunion Sept. 27-30, San Diego, Calif. Contact Russell Catardi, 936 Garfield Ave., Ardsley, Pa. 19038.
- **U.S. Naval Cryptologic Veterans Association** — Reunion Sept. 27-29, Emerald Beach Holiday Inn, Corpus Christi, Texas. Contact Dick Davis, 1717 Waldron Rd., Corpus Christi, Texas 78418; telephone (512) 937-8140.
- **USS Nautilus (SSN 571)** — Reunion Sept. 28-30, Mystic, Conn. Contact John Kurrus, 1010 Ocean Ave., New London, Conn. 06320; telephone (203) 442-0055.
- **USS Mannert L. Abele** — Reunion Sept. 28-30, Comfort Inn (Airport), Bloomington, Minn. Contact William Richardson, 5417 Grand Ave. South, Minneapolis, Minn. 55419; telephone (612) 825-8661 after 6 p.m.
- **USS Mayo (DD 442), USS Laub (DD 613) and USS Samuel B. Roberts (DD 823)** — Reunion Sept. 28-30, Holiday Inn, Rolling Meadows, Ill. Contact BMC O.C. Ayers (ret.), 424 Ridgeland Ave., Elmhurst, Ill. 60126; telephone (708) 832-2387.
- **USS Mahan (DD 364)** — Reunion Sept. 30. Harrahs Reno, Nev. Contact W.A. Sumner, P.O. Box 4, Tahoe City, Calif. 95730; telephone (916) 583-5816.
- **USS Durant and USS Ramsden** — Reunion in September, Hickory, N.C. Contact Larry Eckard, P.O. Box 5145, Hickory, N.C. 28603; telephone (704) 256-6274.
- **USS Lewis (DD 535)** — Reunion in September, Albuquerque, N.M. Contact Elmer Sailer, 1507 Rockwood Dr., Alamogordo, N.M. 88310-3922; telephone (505) 434-2921.
- **USS Providence (CL 82) and ComCruDiv Ten 1945-49** — Reunion in September, Sarasota, Fla. Contact J. Weightman, 704 W. Southview Ave., Dade City, Fla 33525.
- **USS Finch (DE 328)** — Reunion in September. Contact Charles Baughman, RD 2 Box 467, Portage, Pa. 15946; telephone (814) 736-9220.
- **67th Field Hospital** — Reunion in September, Nevada. Contact William O. Doeppe, 624 Brandy Creek Dr., Mechanicsville, Va. 23111; telephone (804) 746-7144.
- **USS Weber (DE 675)** — Reunion in September or October. Contact Joe Retcho, 10710 Golfview Dr. South, Hollywood, Fla. 33026; telephone (305) 436-2943.
- **USS LST 663** — Reunion September/October (tentative), Cape Cod, Mass. (tentative). Contact John R. McCarthy, 15 Chestnut Street, Groveland, Mass. 01834; telephone (508) 372-8651.
- **USS Consolation (AH 15)** — Reunion Oct. 5-7, Memphis, Tenn. Contact Robert O. Peckinpugh, 480 Valley View, Barrington, Ill. 60010; telephone (312) 381-0042.
- **VF 31, VF 3, VF 6** — Reunion Oct. 6, Virginia Beach, Va. Contact LT Broc Bradley, Fighter Squadron 31, FPO New York 09504-6106.
- **Submarine Rescue Vessels** — Reunion Oct. 11-14, Holiday Inn Pensacola, Fla. Contact A. J. "Pete" Poisson (Secretary/Treasurer), 1500 3rd Ave. Pt 33, Chula Vista, Calif. 92011; telephone (619) 426-9893.
- **USS Saint Paul (CA 73)** — Reunion Oct. 16-19, Sheraton Gunter Hotel, San Antonio, Texas. Contact Jim Giles, 3805 Francistown Road, Richmond, Va. 23294; telephone (804) 270-3294.
- **USS Ringgold (DD 500)** — Reunion Oct. 19-21, Tampa, Fla. Contact Henry H. Higginbotham, 623 Westover St., Lakeland, Fla. 33803; (813) 646-6485.





THEY CARE ABOUT YOU  
and your family

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

Send a gift subscription

- To your family
- To the folks back home

A great way to have family  
keep in touch with your Navy

Only \$15.00 per year. Use order form below.

## Order Form

Mail To:

Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

Enclosed is \$ \_\_\_\_\_ ☐ check,  
☐ money order, or charge to my  
Deposit Account No.

\_\_\_\_\_ - \_\_\_\_\_

Order No. \_\_\_\_\_

**MasterCard and  
VISA accepted.**



### Credit Card Orders Only

Total charges \$ \_\_\_\_\_

Fill in the boxes below.

Credit Card No. \_\_\_\_\_

Expiration Date  
Month/Year \_\_\_\_\_

Customer's Telephone No.'s			
Area Code	Home	Area Code	Office

Charge orders may be telephoned to the GPO order desk at (202)783-3238 from 8:00 a.m. to 4:00 p.m. eastern time, Monday-Friday (except holidays).

- ☐ YES, please enter my subscription to *All Hands* magazine at \$15 (\$18.75 foreign) for a one-year subscription. (ALLH) S/N708-009-00000-8

Company or Personal Name

\_\_\_\_\_

Additional address/attention line

\_\_\_\_\_

Street address

\_\_\_\_\_

City

State

ZIP Code

\_\_\_\_\_

(or Country)

\_\_\_\_\_

PLEASE PRINT OR TYPE

### For Office Use Only

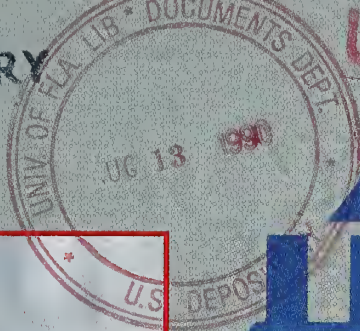
Quantity	Charges
_____ Publications	_____
_____ Subscriptions	_____
Special Shipping Charges	_____
International Handling	_____
Special Charges	_____
OPNR	_____
_____ UPNS	_____
_____ Balance Due	_____
_____ Discount	_____
_____ Refund	_____







U OF F LIBRARY



U.S. DEPOS. COPY

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

AUGUST 1990



## Seabees

"Can do" spirit

PERIODICAL

9.05  
16





# ALL HANDS

## Photo Contest

Deadline Sept. 1



Photo by PH2 Richard E. Donighy



Photo by PH2 Dolores L. Anglin

Send in your favorite Navy-related color print, transparencies or black and white images. Winning entries will receive certificates and be featured in *All Hands* magazine. For rules and application form see back inside cover of this issue.



207.17.881  
Secretary of the Navy  
**H. Lawrence Garrett III**  
Chief of Naval Operations  
**ADM Frank B. Kelso II**  
Chief of Information  
**RADM Brent Baker**  
CO Navy Internal Relations Activity  
**CDR Connie L. Haney**  
XO Navy Internal Relations Activity  
**LCDR Patricia J. Anthony**  
Director, Print Media Division  
**LT Ken Cronk**

All Hands Managing Editor  
**CDR Tom Pinard**

All Hands Editor  
**JOCS Robin Barnette**

All Hands Assistant Editor  
**JO1 Lee Bosco**

Photojournalist  
**PH1(AC) Scott M. Allen**

Writers  
**Jan Kemp Brandon**  
**JO1 Melissa Wood Lefler**  
**JO1 Dennis Everette**  
**JO1 Chris Price**  
**JO2 Andrew I. Karalis**  
**JO3 Marke Spahr**

Associate for Art and Layout  
**Michael David Tuffli**

Graphics and Typesetting  
**DM2 Mike Rodrigues**  
**DM2 P.V. Whitehurst**  
**William E. Beamon**

**All Hands** (USPS 372-970; ISSN 0002-5577) (Number 881) is published monthly by Navy Internal Relations Activity, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Second-class postage paid at Alexandria, VA 22314, and additional mailing offices.

**Subscriptions:** Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Price: \$15, U.S. and FPO; \$18.75, foreign. Make checks/money orders payable to: "Superintendent of Documents, GPO."

**Postmaster:** Send address changes to All Hands, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007.

**Editorial Offices:** Send submissions and other correspondence to: NIRA, Print Media, Attn: Editor, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Phone (703) 274-6208 (AV 284-4455) for editorial; (703) 274-5953 (AV 284-4315) for distribution.

**Message:** NAVINREACT WASHINGTON DC.

**Authorization:** The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

NIRA also publishes *Captain's Call Kit*, *Navy Editor Service*, *Navy Family Life-line*, *Navy News Service*, *Public Affairs Communicator* and *SecNav/CNO Report to Congress*.

# ALL HANDS

**MAGAZINE OF THE U.S. NAVY**  
**AUGUST 1990 – NUMBER 881**  
**68th YEAR OF PUBLICATION**



Photo by PH2 August C. Sigur

## Pontoon battalions — Page 24

**4** **Support and defend**  
Beyond "John Wayne" image

**8** **Combat 'Bees**  
"Fighting Seabees" train

**14** **'Can do' runs deep**  
Underwater construction

**18** **Civic Action Team**  
Friendship in the tropics

**24** **Fleet 'Bees**  
PhibCB 1

**27** **Seabees in profile**  
They've got the know-how

**30** **Playing fetch**  
Sea lions work with sailors

**33** **Home again**  
Minesweepers return

**34** **Badge collector**  
If you ask for ID, look out!

**36** **Sailing to win**  
Sailor aims for Olympics

**38** **Leaving his mark**  
"Gator" sailor designs ships

**40** **New challenges**  
MWR in the 1990s

**2** News You Can Use / **42** Spotlight on Excellence / **43** Bearings  
**45** News Bights / **46** Mail Buoy / **48** Reunions

**Front cover:** On the job with Navy Seabees. Clockwise from top: Using an M-16 rifle in the war phase of training; pole climbing practice; operating construction equipment; working in the woodshop. See stories beginning Page 4. M-16 and equipment photos by JO1 Phil Eggman. Poleclimber photo by PH2 M.C. Thurston. Woodshop photo by PH1 Michael Flynn.

**Back cover:** A sea lion returns a salute rendered by its Navy handler. The Navy uses these highly trained mammals to help recover practice mines from the ocean floor. See story, Page 30. Photo by PH1(AC) Scott M. Allen.



# News You Can Use

## *Personnel issues*

### **Underway extension for pregnant sailors**

Pregnant sailors serving at sea now have more flexibility to remain aboard their ships when they get under way.

A recent policy revision, initiated by Chief of Naval Personnel VADM Mike Boorda and Navy Surgeon General VADM James Zimble, has doubled the time allowed to medically evacuate a pregnant crew member to an adequate obstetric medical facility.

Under the "Management of Pregnant Service Women" (OpNav Instruction 6000.1A of February 1989) pregnant sailors could not get under way unless the time required for MedEvac was less than three hours to a treatment facility capable of evaluating and stabilizing obstetric emergencies. The new change to the instruction expanded that time requirement to six hours.

Boorda described the new policy as a minor

change that will have a positive impact on the management of pregnant women.

"This revision will allow more women to continue to go to sea and train in local operating areas with their ships," he said.

According to Zimble, the modification "makes it a little easier for women to demonstrate their full potential, while ensuring that they continue to have access to quality medical care."

To ensure medical support for women at sea, Zimble added, independent duty corpsmen are receiving increased obstetrician/gynecologist training and shipboard medical departments will be authorized to stock more supplies needed for women's health care.

The change to the instruction is outlined in NavO 030/90 and will be made available in a forthcoming revision. □

### **Recorded messages from candidates**

Sailors and their families around the world who are pondering the list of names on their absentee voter ballots have an easy way to stay on top of this year's election issues.

To help sailors keep track of the candidates in the upcoming congressional and gubernatorial elections in November, the Voting Information Center has recorded phone messages from political candidates around the country.

The messages are available year-around 60 days prior to any elections. After listening to the candidates' views on the issues, callers can record their feedback.

"You don't have to write your congressman anymore," said Henry Valentino, director of the Federal Voting Assistance Program. "Now you can simply leave him or her a message."

The Center provides names and messages from both incumbent and opposition candidates.

To hear the messages, sailors can call the Voting Information Center at commercial (202) 693-6500 or Autovon 223-6500. □

### **Sweater tag size**

In response to fleet inputs, the size of the letters on the velcro-backed leather name tags for the Navy's blue pull-over sweater has changed from 1/2-inch to 1/4-inch.

Under the new guidelines, E-7 to E-9 personnel and officers will have their names and rank embossed in 1/4-inch gold letters, while name tags for sailors E-6 and below will have 1/4-inch silver letters.

In both cases, earned warfare insignia will be embossed in the color of the actual gold or silver insignia. □



## Remedial instructors needed

Academic remedial training instructors are needed to teach basic reading and verbal skills programs at recruit training commands. The program helps recruits with deficiencies in these skill areas to complete the academic portion of recruit training.

To qualify as an instructor you must meet the following criteria:

- Be shore duty eligible.
- Be E-4 or higher.
- Have a bachelor's degree.
- Have a background in education or teaching experience.

Before you can be screened for an instructor assignment you must be released by your detailer to special programs (NMPC-4010C).

For more information call the RCC/MEPS detailer at Autovon 225-9316; commercial (202) 695-9316. □

## Public affairs commissions

Applications are being accepted for Officer Candidate School FY91, leading to a commission as an active-duty ensign, designator 1655 public affairs officer. The program is open to active-duty enlisted personnel who meet the following qualifications:

- U.S. citizen.
- Be at least 19 years old, but must not have reached age 35 upon commissioning.
- Possess a bachelor's degree or higher from an accredited college or university in communication, journalism, broadcasting, public relations, English, speech or other liberal arts degree if it includes experience in a public affairs field.
- Meet physical requirements outlined in the Manual of the Medical Department, Chapter 15.

See OpNavInst 1120.2A for OCS guidelines. Selectees will enter a 16-week OCS class set to graduate in FY91. Entry deadline is Aug. 31, 1990. No qualification waivers granted. □

## Video on Navy

The characteristics, mission and future of the U.S. Navy throughout the new decade is depicted in a new 18-minute video titled "U.S. Navy Seapower in the 1990s."

The video explains the role the Navy will play in U.S. foreign policy and points to developments that will ensure continued ability to meet global responsibilities.

Commands can obtain copies on loan from Navy audio-visual libraries in Norfolk at Autovon 664-3013 or San Diego at Autovon 958-5420. □

## Records are government property

Many sailors believe that their medical records are safer if kept in their homes, desk drawers or trunks of their cars. However, sailors hurt themselves by keeping their records.

An outpatient medical record cannot be kept up-to-date while in the patient's possession. Consultations, laboratory reports and X-ray examinations are lost when records are not available after results are completed.

Sailors and their families should return records to their medical facility. A missing record causes additional time, increased costs and greater room for error when reports and tests have to be repeated or phone reports obtained. In addition, any private insurance claims or Veterans Administration benefits cannot be processed without the medical record on file.

It's important to note that an outpatient medical record is the property of the U.S. government. In addition, military hospitals are required to keep treatment records for health care review and hospital accreditation. □



# Support and defend



## *Seabees: Beyond the "John Wayne" image.*

Story by Jan Kemp Brandon

"Construimus — Batuimus, We Build, We Fight." That's the motto of the U.S. Naval Construction Force — better known as the Seabees.

Established in 1942, the Seabees answered the Navy's need for builders who could fight.

To promote that need in the early stages of World War II, Hollywood's silver screen and celluloid heroes began to play an important role in the wartime effort back home and John Wayne became the "sea daddy" of the Seabees — an image that still sticks today.

"Certainly John Wayne is Hollywood's impression of what Seabees are all about, but I don't view us as being John Wayne," said Operations Officer LCDR Darrell Van Hutten, Naval Mobile Construction Battalion 74, Gulfport, Miss. "The movie portrays us purely as going out there and fighting and building. In a nutshell that is what we do — but, we do more than that."

"Our primary role is contingency facilities support, our secondary role is defending those facilities," said XO of NMCB 74, LCDR William DosSantos.

The idea of using sailors who could

Seabees in World War II construct a pier.



U.S. Navy photo



build shore-based facilities dates back to the days of the Phoenicians, Greeks and Romans. From the earliest days of the U.S. Navy, sailors who were handy with tools occasionally did minor construction chores at land bases.

"Doing construction in a contingency environment is our overall mission," said Van Hutten. "But, we also do disaster recovery for ourselves, other military units and out in the community."

In World War I, skilled Navy craftsmen became the forerunners of the Seabees when the 12th Regiment (Public Works) was organized in 1917 at the Naval Training Station, Great Lakes, Ill.

This regiment, a training and working organization, was to gather experienced men, discover their abilities, select the natural leaders and teach them military drill and discipline. The intent was to have these men ready at all times for transfer to other naval stations or naval bases in the United States and abroad, and to fighting ships.

The 12th Regiment, which was a creation of the Commandant of the Great Lakes Naval Training Station, was never considered an official United States Navy unit, but the idea remained in the minds of many Navy civil engineers.

By the early 1930s, the Bureau of Yards and Docks began providing for "Navy Construction Battalions" in their war plans due to the tense situation in Europe and Asia.

During 1941, large naval bases were under construction at Guam, Midway and Wake Islands, Pearl Harbor, Hawaii, Iceland and many other locations. Construction was performed by civilian construction firms and supervised by Navy officers.

When World War II broke out, international law forbade civilian labor in war zones. Civilians were not allowed to resist an enemy military attack. So, the need for a militarized

naval construction force became evident to the Navy's leadership.

On Jan. 5, 1942, RADM Ben Moreell, then Chief of the Bureau of Yards and Docks, activated and organized construction battalions. This was the beginning of the Seabees. And it was Moreell who gave them their official motto: "We Build, We Fight."

The first Seabees were not "green" recruits, as emphasis was placed on experience and skill. The Seabees sought men who helped build Hoover Dam in Nevada, our national highways and skyscrapers. Men were recruited who had worked in mines, quarries and shipyards and had built docks and wharves. Physical standards were less rigid and the average age was 37 years old. When voluntary enlistments were halted in December 1942, men were obtained through the Selective Service System. From then on, men were much younger and had only basic skills.

According to LCDR DosSantos, the Seabees of today are not much different with a healthy mix of experienced and young men.

"We look different from the rest of the Navy," he said. "We wear Seabee greens opposed to Navy blue working dungarees. About 16 percent of the battalion is comprised of support rat-

ings. We have builders, steelworkers, utilitiesmen, equipment operators, construction mechanics, etc. But, we also have a doctor, a dentist, cooks, storekeepers, personnelmen and others. We are a self-sustaining organization. 'Self-sustaining' in the sense that we can operate totally independent of anyone else for limited periods."

At the naval training centers in earlier years on the Atlantic and Pacific coasts, men were taught military discipline and use of light arms. Although primarily concerned with supporting infrastructure, Seabees often came under enemy fire when constructing a base, runway or other project.

Today, when the Seabees are in home port they "go through standard infantry type training [including] land navigation, CBR training and going out on the range for a week and firing our weapons, such as mortars and .50-caliber machine guns," said DosSantos.

The Seabees played a crucial role in World War II: from cutting through jungles in the South Pacific, to keeping supplies and ammunition moving across their pontoon causeways in Europe.

With the D-day invasion of Normandy, the Seabees were among the first to go ashore as members of the

**In Vietnam, Seabees light the sky.**



U.S. Navy photo



# Support and defend

Naval Combat Demolition units. They destroyed the steel and concrete barriers that the Germans had built in the water and on the beaches to forestall amphibious landings.

The Seabees landed hundreds of thousands of tons of war material daily. They were even involved in the liberation of Cherbourg and Le Havre, France, by putting the harbors back in service.

At the same time the Seabees were fighting to victory in the North Atlantic, other battalions were building airstrips, piers, warehouses and hospitals in the South Pacific. They continually played a major role in the savage fighting that characterized the island-hopping campaign in the Pacific.

When the Marines invaded Guadalcanal, the Seabees of Naval Construction Battalion 6 followed them ashore and were the first ones to build under combat conditions.

"We support the Marines. We don Navy uniforms and we are in the Navy, but our primary support is to the Marine Expeditionary Force," DosSantos said. "When they deploy over the beach, we are right behind them to assist them in putting up facilities."

After World War II the active duty members of the Seabees had decreased from 250,000 to approxi-

mately 20,000 men. As training bases and depots dissolved, Seabee activity was located at the Naval Construction Battalion Centers, Port Huemene, Calif., and Davisville, R.I. During the postwar years, only a few battalions and small detachments were scattered at naval bases and stations abroad.

Then in December 1947, the Seabee Reserve Organization was established and was to serve as a ready force for expansion as the active duty force had dwindled to 3,300.

According to DosSantos, the Seabees rely quite heavily on the reserves.

"We probably have as active a dialogue with the reserves as anybody in the Navy," he said. "There are 17 reserve battalions and they provide the augment. They possess a lot of the skills that the actives don't. There are specific units in the reserves that have unique skills like railroad construction that the actives don't even train in. We rely fully on the reserves for those skills. They make the difference."

In June 1950, the Seabees were at war again when North Korea invaded South Korea. The reserves were called-up and the active duty force was expanded to 14,000.

On Sept. 15, U.S. troops landed at Inchon in what was one of the most

brilliant amphibious assaults in history — and the men who made it possible were Seabees. Battling 30-foot tides, swift currents and under constant enemy fire, the Seabees positioned pontoon causeways within hours of the first beach assault to break the bottleneck at the harbor so equipment could be brought through. It was during this action that the "Great Seabee Train Robbery" took place. The need to fracture the bottleneck inspired a few Seabees to capture some abandoned locomotives behind enemy lines and turn them over to the U.S. Army Transportation Corps.

After the Korean War, demobilization was not as extensive as it was after World War II. Between 1949 and 1953, 13 battalions of two distinct types, amphibious construction battalions and mobile construction battalions were established to gain greater battalion mobility and specialization. Amphibious battalions were landing and docking units. Mobile battalions were responsible for land construction.

Other notable projects were the construction of scientific bases located in Antarctica for *Operation Deepfreeze*. A 6,000-foot ice runway on McMurdo Sound was completed in time for the advance party of *Deepfreeze II* to become the first men to arrive at the South Pole by plane. They also completed the continent's first nuclear power plant at McMurdo Station.

Another great achievement was the construction of Cubi Point Naval Air Station in the Philippines. Civilian contractors, after taking one look at the forbidding Zambales Mountains and jungle, said it could not be done. But, the Seabees proceeded to build it.

The peacetime training and construction deployments the Seabees



U.S. Navy photo

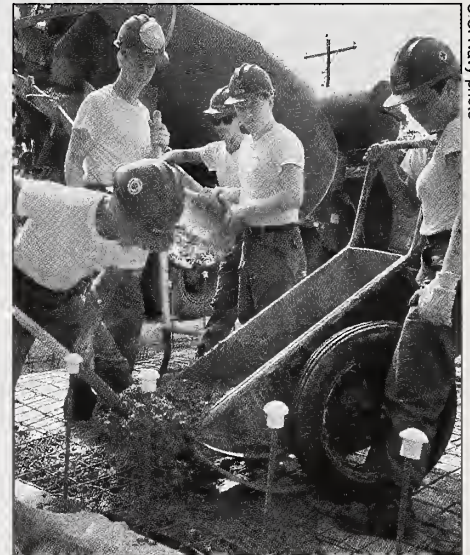
NMCB 62 personnel laid explosive line charges to clear hidden mines along the site of a new road in Vietnam.





Photo by PH1 Peter G. Kamishian

**Left: Engineering aides sight in an approach for a new bridge in Vietnam. Below: Seabees pour a concrete slab for a three-room schoolhouse in the Philippines. In times of war and times of peace, the Seabees' work is never done.**



U.S. Navy photo

were doing were soon altered by the U.S. involvement in Vietnam.

As with World Wars I and II and the Korean conflict, the Seabees had a significant role in Vietnam. From building roads to constructing small support points throughout South Vietnam's interior, the Seabees' accomplishments were many and varied.

Among the construction projects completed, an alternate airfield at Dong Ha and the famed Liberty Bridge, 80 miles southwest of Da Nang, showed the awesome undertakings of the Seabees.

In 1968, the Tet Offensive had the Seabees building and fighting in direct support of both the U.S. Marine Corps and the Army.

As at the end of other wars, the withdrawal of U.S. troops from Vietnam reduced the Seabees' numbers. They found themselves, once again, employed on major peacetime projects that had been neglected during the war.

"In peacetime, we have an equally important mission," said LCDR DosSantos.

In addition to performing their construction projects, the Seabees also participate in disaster recovery missions.

"Following Hurricane Hugo last

September, NMCB 7, the battalion that was there [in Puerto Rico] had to buckle up to survive the hurricane," said DosSantos. "But immediately after the hurricane blew over, they turned to and were cleaning up Naval Station Roosevelt Roads and helping the community."

He went on to explain that when Hurricane Hugo came ashore in Charleston, "Naval Mobile Construction Battalions 5 and 133 deployed several hundred men out there two days after the hurricane hit and were helping clean up."

According to DosSantos four active duty battalions homeported in Gulfport, Miss. — NMCB 1, 7, 74 and 133 — and four in Port Hueneme, Calif. — 3, 4, 5 and 40.

"Our current deployment cycle has us deploying for seven months away from home and seven months back at home port," DosSantos said. "Our rotations are such that any given battalion goes to two deployment sites. NMCB 74 deploys to Okinawa and Roosevelt Roads."

Another aspect that is part of the Seabees is their ability to move.

"Part of our title is 'mobile.' Both in home port and on deployment, one of the things that we train on is embarkation — moving us somewhere," said DosSantos. "Training for

embarkation may be part of a command post exercise, but more often than not, it involves our actually mounting out all or a part of the battalion."

The Seabees can do the tough jobs, because they have that "can do!" attitude, no matter how Hollywood portrays them.

"Seabees share a common feeling of accomplishment, self-worth and comradeship," said Construction Mechanic 1st Class Charlie Glass, a 19-year veteran who is currently assigned to the 20th Naval Construction Regiment in Gulfport, Miss. "It takes a special kind of person to be a Seabee. They work like hell when they have to complete a job. They are happiest when they are doing what they were trained to do, because they feel they're doing something worthwhile." □

*Brandon is a writer assigned to All Hands.*



# Combat:

## 'Bees who carry a sting

---

*"Fighting Seabees" get Marine Corps training.*

---

Story and photos by JO1 Phil Eggman

Breathing hard, Jimmie Lewis reached the ridge of the steep hill. He picked his way along a deer trail to the cover of some rocks, rubbed his dirty, sweat-crusted hands on his olive-green pants and sat down beside a small granite boulder.

He took a long, hard look at the land around him. A rusty bridge at the foot of the hill anchored a paved road that twisted ribbon-like through a valley. The surrounding hills were crowned in fir and stunted pine.

A slight chill preceded the oncoming dusk as the sun bathed distant ridges in hues of red and orange. Except for a soft wind rustling the leaves and grass, the valley was still.

"This is some beautiful country," Lewis said, referring to Fort Hunter Liggett, a sprawling Army training reserve in the foothills of central California's coastline. "I hear that William Randolph Hearst once owned all this land. It sure would be something to be able to stand up here and say that all this beauty belonged to you."

The sound of distant trucks snapped Lewis' attention back to the road where three vehicles, painted the same olive-drab color as his pants, headed for the bridge.

"Convoy approaching," Lewis yelled down the hill to five camouflaged men with automatic weapons standing in a loose huddle. They instantly scrambled behind the rocks, bushes and trees.



"The convoy commander was given an intelligence brief that this road is secure and free of enemy activity. But in actual combat, things change, and there are no guarantees," said Lewis, a 42-year-old steelworker 1st class who teaches defensive combat at the 31st Naval Construction Regiment, Port Hueneme, Calif.

As the convoy crossed the bridge, loud cracks of grenade simulators and staccato sounds of automatic weapons echoed off the surrounding hills. The trap was sprung.

Before the trucks could screech to a halt, Seabees laden with full combat gear jumped off and returned fire to their unseen enemy. They reacted too late, and in real combat, many



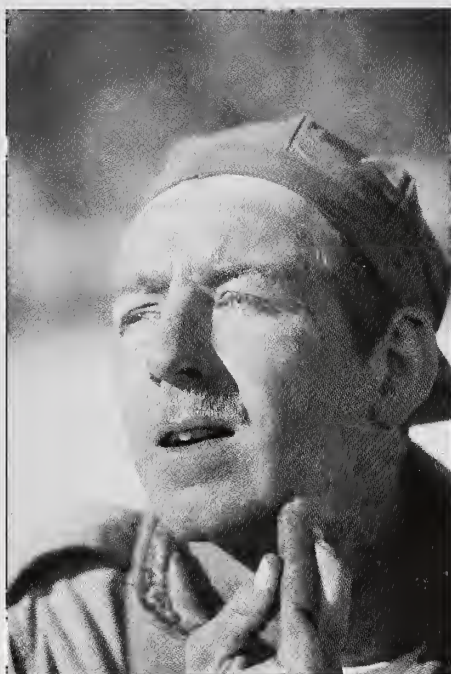
Below: Seabees march in patrols under simulated combat operations to prepare for a "just in case" operation or project. Right: EO3 Charles Hair applies face paint for war.



would now lie dead or wounded.

"Seabees, more often than not, have to convoy from their camp to where their construction projects are located," Lewis explained. "This free lesson gives them an idea of the kind of dangers they may encounter in the future."

It's a realistic scenario for the Seabees, whose primary mission is to



provide construction-related support for U.S. forces during a wartime contingency.

"Seabees are expected to react to specialized commando units and other pockets of resistance which the enemy may have inserted to disrupt operations and cause havoc behind the front lines," said Marine Captain Daniel L. McManus, head of the 31st NCR's military training department. "This training provides them with the basic skills necessary to defend what they build from enemy attack or infiltration."

McManus has spent 18 years in the Marine Corps, first as an enlisted man, then as an infantry officer. He, along with his staff of instructors, all veterans of battalion duty and the field exercise program they teach, provide combat skills training to the four Port Hueneme-based Seabee battalions.

Each year during a seven-month homeport period, every battalion takes on this 30-day intensive training period to learn and practice their combat skills and contingency construction as a unit.

The training is divided into four

phases: classroom instruction on combat skills; an embarkation and advanced base construction exercise; weapons qualifications; and a practical field exercise. It all is then put together in a 24- to 36-hour simulated war for testing purposes.

"Home port is the time when the battalion works on its operational readiness, both in construction and combat," said LT Michael L. Walker, training and weapons officer for NMCB 4. He said all 600 Seabees in the battalion, from the commanding officer to the most junior constructionman, must go through basic combat skills training each year.

This initial one to three-week phase provides classroom instruction broken into three levels, according to paygrades and combat jobs. Petty officers 2nd class and below receive a variety of basic training, from land navigation to weapons familiarization, from camouflage and concealment to prisoner of war responsibilities, from field sanitation to chemical-biological-radiological protection.

First class petty officers receive the same training, with heavy emphasis on small unit leadership and defensive combat theory as they learn to be squad leaders. Chiefs and officers go through a combat skill development course on managing the combat operations center, coordinating fire support for crew-served weapons such as mortars, securing rear areas, operating communications gear and using all battalion weapons.

In addition, nearly half of the battalion's E-1s through E-6s receive specialized instruction in the particular field duties they're assigned, such as communications for the radio operators and the use, care and maintenance of the battalion's various weapons, from 81mm mortars to AT4 rocket launchers, for the men who fire those weapons.

"The Seabees have a good cross



# Fighting Seabees

section of weapons, and they're taught how to use them," Walker said. "If we ever get backed into a corner, we are going to raise some pure hell with the party responsible."

After the classroom instruction, the battalion begins a multi-phased, 15-day combat field exercise at Fort Hunter Liggett, starting with the deployment of its air detachment, a self-sufficient air-transportable unit of 90 Seabees, heavy construction equipment and supplies. The air det deploys within 48 hours of execution orders.

Loaded into Air Force C-130s, the unit and its more than 400 tons of equipment, materials and supplies reached Fort Hunter Liggett's tactical air field in 23 flights. They quickly unloaded, convoyed to the exercise site, established a defensive perimeter, and began construction projects.

"It is an incredible responsibility to take 90 Seabees anywhere in the world in support of thousands of Marines," said LT Michael Bowers, NMCB 4's Air Det officer-in-charge. "We go into a hostile environment and support the Marines by providing [advanced base] construction. The field exercise gives the Naval Construction Force a chance to exercise the battalion's full capability, as well as the opportunity to exercise the Marine Corps-Seabee interface."

Dubbed *Operation Kennel Bear*, stage two is the bread and butter of the Seabee contingency mission — advanced base construction. For six days, the Seabees of NMCB 4 practiced road and bridge work; constructed a heavy timber tower; built air strips in a simulated chemical, biological and radiological environment; and completed a rapid runway repair, a skill which Seabees have performed and perfected since World War II.

In addition to training projects that are erected and then dismantled, some projects become per-



**Marine Captain McManus inspects SW1 Kent's M-16 prior to the start of the field exercise.**

manent facilities at Fort Hunter Liggett: the heavy timber bridge, a modified Southeast Asia hut, a septic tank and leech field, a water distribution line, a range observation tower and upgrading a primitive campground.

"It is very rewarding to see our planning come to fruition by seeing the completion of a permanent structure," said LT John R. Brown. Brown is responsible for all vertical construction projects (buildings and structures) built by the battalion. "These are projects that will be used over the years in the future of Seabees, Marines and Army personnel."

In addition to construction, items such as power and water distribution are crucial to an operating base camp. Responsible for establishing and maintaining the contingency camp was LT Anthony V. Ermovick.

"This training is challenging because we set up an actual camp and we lived in that camp," said Ermovick. "It is great to see the end result of project coordination, material, equipment and manpower. When people get hot showers and other simple benefits, it boosts the morale of the men. I felt that we all benefited from the training."

"*Kennel Bear* was truly a learning experience," said LCDR Ronald Herwig, NMCB 4's operations officer.

"The operation was realistic and the battalion executed the construction safely and with superb quality. It was a fun and rewarding exercise."

At the end of the advanced base construction stage, the remainder of the battalion arrived by bus from Port Hueneme for practical application of the basic combat skills learned in the classroom.

Three days of weapons qualifications with the M-16 assault rifle were immediately followed by battalion training in convoys, patrols and ambush, cover and concealment, and day and night land navigation. Additionally, the use of a variety of other individual weapons, such as the M-203 grenade launcher and hand grenades, was covered. In the grenade class, men were shown how to position themselves, hold a dummy grenade, pull the pin, then throw and duck. They then had a chance to throw the real thing.

As with every training evolution, safety was stressed religiously. Each Seabee donned a flak jacket before taking his turn in one of five grenade pits. Instructors went over each step carefully with each individual. For many it was the first time they had





Photo by PH2 M.C. Thurston

**Above left: Seabees take up a patrol as part of their training. Left: BUCN John A. Belling and BUCN Michael J. Zangli put up a bipod used for raising a timber tower built on the ground. Above: Seabees charge a hill in a counterattack when their convoy is ambushed by aggressors during a field exercise at Fort Hunter Liggett, Calif.**

bee's face for a moment before he continued. "OK, just do everything that I tell you and only when I tell you. I haven't lost one yet."

With the formal training complete, the battalion moves on to the final stage of the field exercise — a 24-hour simulated war. This is when 31st NCR combat instructors put down their training aids and take up their weapons to play the bad guys, better known to Seabees as "aggressors."

"Our success as instructors is measured by the success of the battalion that goes through our training," said Marine Master Sgt. Fernando Carreon, instructor coordinator for the 31st NCR's combat training department. "The use of aggressors is a valuable training technique which provides the Seabees with a realistic threat, a real enemy against which to test their reactions and defensive capabilities."

Carreon said that sometimes the aggressors' role during the war

games is misunderstood or mistaken.

"We are not there to win," Carreon said. "We are used as a training technique to test and evaluate what the Seabees have learned during the course of training."

Storekeeper 1st Class Steward Brooks had no idea what to expect when he received orders to NMCB 4.

"I had seen Seabees before," Brooks said. "I knew that they wore green uniforms and worked at Public Works, but that's about it. What I didn't know was that they sometimes live in tents out in the woods, train in the use of weapons and can go into combat."

Like ships, Seabee battalions maintain their own supply, medical, dental and administration departments. Battalions employ their own galley, post office, barber shop, photo lab — with each shop run by its respective fleet support rating.

This mix of yeomen, corpsmen, hull technicians, machinery repairmen, mess management specialists, ship's servicemen, and others — all Seabees during their tours with the Naval Construction Force — take an equal part in Seabee combat training.

"We go through the same training," Brooks said. "We have a role to play in combat, primarily as mortar

seen a live grenade, let alone handled one.

"Hey, are you nervous? Have you done this before?" the pit instructor asked his 18-year-old charge, a constructionman right out of "A" school. The Seabee, looking a little nervous, shook his head slowly.

"It's just like throwing a baseball, except that this ball explodes about four seconds after you let go of it," the instructor said reassuringly. The instructor studied the young Sea-



# Fighting Seabees

platoon, headquarter communicators, and reserve forces used to reinforce the lines if they are breached. The training has taught me a lot about staying alive in combat."

Solidly established by their actions in World War II, Seabees have played a key role in each of the conflicts that have followed since then. However, the need for contingency construction became extremely limited after the United States ceased its involvement in the Vietnam War.

"It's sad to say that the Marines and the Seabees have slowly drifted apart since the Vietnam conflict," Carreon said. "It has only been within the last few years that the Marines are beginning to remember just how important Seabees are to them in accomplishing their mission."

Carreon said that Marines have combat engineers, but they are used more in the capacity of a destructive force for clearing away barriers, laying mine fields, or blowing up bridges. Seabees are a construction force, providing the support Marines need to carry out their wartime mission.

"It is something that should be kept in the backs of our minds, that with every project we plan and build, we may also have to defend those projects," Carreon said. "Especially today, when world situations can change overnight, combat and construction are tied together."

"The regiment keeps making the exercises more believable. All I can say is give me more," said Utilitiesman 1st Class Laurent N. Carpentier, 1st Platoon commander for NMCB 4's Air Det. Carpentier was in charge of the convoy that Lewis' men ambushed. His mission was to go to a stream up the canyon from the bridge and purify 2,000 gallons of fresh water to replace a simulated contaminated water supply back in camp.

"We were led to believe that all the roads were secured until a specific time," Carpentier said. "Being

ambushed wasn't exactly the furthest thing from my mind, but I should have been more alert since we were in a tactical phase of our training. It is better to make mistakes now, that only cost me my pride, than to forget my training when the action is real and lose the lives of my men and cause the loss of my equipment."

That's the whole point of field exercises, according to SW2 Anthony Brown, a combat skills instructor on temporary duty from NMCB 4.

"It is just training," he said, "but it gives Seabees a chance to see what could happen without actually getting hit by a bullet or stepping on a land mine."

Even though Seabees know that the training is just a shadow of reality, the excitement and tension is an ever present and sometimes overpowering force, like going on a night patrol for the first time and seeing every shadow as a potential enemy. Or, as one Seabee swore, "The trees near my foxhole moved about five feet in the dark last night."

"When you are out on patrol, your adrenaline is pumping through your veins, and every time you step on a

twig, your heart nearly stops because you don't want to make noise and get caught by the enemy," Carpentier said. "You act as if this were the real thing, because it feels like the real thing. Even though they are firing blanks, you know that the possibility exists someday for the blanks to become bullets."

Often Seabees take the fight to the aggressors in the field exercise. Carpentier, who was in charge of camp security during the "war," sent a patrol forward of the air det's front line,

**Below: BUC Johnny Boydston serves as liaison for Seabee and Air Force personnel during embarkation of NMCB 4's air det. Bottom: The Air Force directs the loading operations of Seabee equipment, supplies and vehicles.**





normally a two-hour hike in the light of day.

His men were halfway through their patrol when the aggressors arrived. "It was by chance that my guys were out there, and the enemy wasn't expecting company," Carpentier said.

For about an hour, Carpentier's men kept the command post informed of aggressor movements. When they walked right into an aggressor patrol, a firefight ensued, lasting only seconds. The referee ruled in favor of the Seabee patrol.

"Our ambush got ambushed," instructor SW1 Lewis said. "But we want the Seabees to engage us. That's why we are out here in the dark. It's when the Seabees give us a fight that I enjoy being an instructor most, because I see them taking what we taught and using it effectively."

Of course, one dose of combat training does not turn the men into "Fighting Seabees." Capt. McManus said that training must be continuous for it to really settle in. But due to the homeport-deployment schedule of a battalion, each Seabee will take part in combat skills training and a homeport field exercise three or four times during a typical 39- to 48-month tour.

Seabee battalions are not the only Naval Construction Force units that are constantly drilled in basic mili-

tary combat skills. The 31st NCR also trains Seabees from amphibious construction battalions, as well as reserve construction units that request it. Even students of the Civil Engineer Corps Officers' School, located at the Construction Battalion Center, Port Hueneme, get a share of the instruction.

Similar combat skills training also takes place through the 20th Naval Construction Regiment based in Gulfport, Miss., which is responsible for Seabees in the Atlantic Fleet's Naval Construction Force.

"I have learned a lot about the Seabees," McManus said. "I am still learning about them, and what I have seen is impressive. Their capabilities and willingness to learn more equates to their legendary 'can do' spirit, which is really evident in

everything that they do."

Carreon also praises the Seabees' capacity to learn, especially since a lot of material is covered in a very short period of time.

"Sometimes they frustrate me like hell, but I have yet to run across a Seabee who will not do what he is told," he said. "I am amazed that despite our limited time and resources — to ask them to do what Marines practice 365 days out of the year — and for Seabees to perform as well as they do, is commendable. But I still want more!" □

*Eggman is a photojournalist formerly assigned to Naval Mobile Construction Battalion 4, Port Hueneme, Calif. He is now an instructor at the Defense Information School, Fort Benjamin Harrison, Ind.*

**Below:** BU3 Doug Johnson cuts segments of tie wire used to reinforce a heavy timber bridge. **Right:** DT3 Martin Stroud reads a welcome letter from home after a hard day's work.



Photo by PH2 MC Thurston



# Underwater construction:

## “Can do” runs deep

Story by J01 Melissa Wood Lefler

At just about 11 each morning, two Arctic polar gray seals popped their heads out of an ice-encrusted diving hole.

With gleaming black eyes and twitching whiskers, the animals silently inspected the strange new mammals who had infiltrated their territory. Just as curiously, the humans stared back.

The daily visits of mother and baby, who had probably never seen a human being before, was one of the high points of this spring's month on the ice for 15 diving Seabees of Underwater Construction Team 1. The Seabee/seal rendezvous persisted for about two weeks, according to master diver Senior Chief Construction Mechanic Charles Ossont, probably until the seals were satisfied that the humans meant them no harm. After that, to the disappointment of the Navy divers, their aquatic counterparts came no more.

A five-week-long scientific research mission just a few degrees south of the North Pole was not atypical for the Norfolk-based Seabees of

UCT 1. Although living and working on the ice, complete with an audience of seals and walrus, would be unusual even for Seabees, the Navy's underwater construction teams expect, and look forward to, the unexpected. For them, peril, wondrous sights and strenuous work are all part of being a diving Seabee. These Seabees dive in

both the world's warmest and coldest waters, from Africa to South America, to Iceland and Newfoundland.

Everywhere they go, they are totally self-sufficient. The 45,000

**Underwater cutting by a Seabee diver. What makes UCT Seabees different from other Seabees is the water, not the work.**

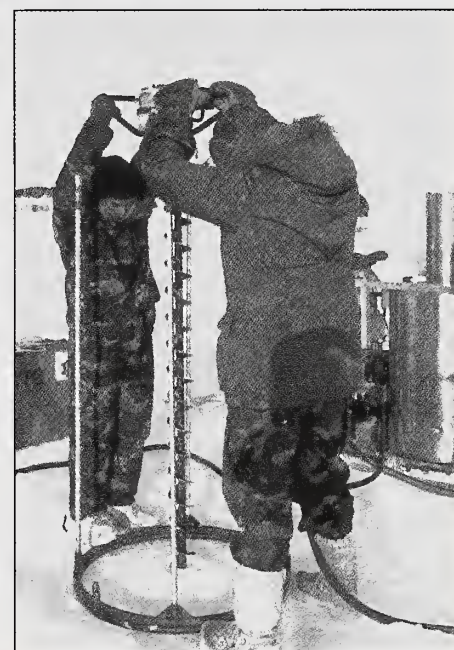


U.S. Navy photo





**Left: Seabees install a sewer outfall at Naval Station Guantanamo Bay, Cuba. Below: To achieve their mission, divers must overcome adverse conditions around the world. In the Arctic, that means drilling a hole through the ice to get to the water.**



pounds of gear that accompanied 15 men to the Arctic last March included electrical generators, portable recompression chambers and all-terrain vehicles. They also packed diving gear and dry suits for each man, and food, including high-calorie polar rations such as granola, chocolate bars and oatmeal, which were added to double-portion Meals Ready to Eat.

While on the ice, the Seabees slept in tents as outside temperatures plummeted to 102 degrees below zero and ice storms hit with lashing winds of up to 80 mph. All the while, they dove daily into the frigid waters to accomplish their mission.

The Seabees of UCT 1, at the Naval Amphibious Base, Little Creek, Va., and UCT 2, their Pacific-coast counterparts in Port Hueneme, Calif., include about six officers and 110 enlisted people. Just as the typical Seabee battalion employs steelworkers, builders, electricians and heavy equipment operators among other skilled laborers, so, too, do the Navy's underwater construction teams.

What separates the Seabees of the UCTs from the rest of the Navy's Seabees is not the work, but the water. Worldwide — whether shoring up old piers, pouring concrete, building boat ramps, setting detonation charges for underwater blasting or scraping barnacles — UCT divers labor often while completely submerged, outfitted in wet or dry suits and breathing from scuba tanks. If the work sounds hard, that's because it is, say the divers.

"What you do on the surface, you can't do underwater," explains CM2(DM) David Smith, a tall, athletically-built 27-year-old from Florida who has been diving for the Navy for seven years. "You have to do it differently."

The commanding officer of UCT 1, LCDR Harold Reddish, adds further clarification. "A simple task above can become extremely difficult underwater. For example, say you're smoothing out a concrete bottom you've just poured," said Reddish, a former A-7 pilot turned civil engineer-

ing corps officer and qualified diver. "You [the diver] are buoyant, and here you are trying to drag a board along the bottom, fighting the equipment, fighting yourself."

Not only do the Seabees struggle against the body's natural tendency to float to the surface while also coping with strong water currents, there are times when they can't see what their hands are doing, much less what they are working on.

"One day, you'll have 100 feet of visibility, with a breathtaking panorama of undersea life," Ossont said. "The next day, in the same place, on the same job, there's no visibility."

Because of the frequent lack of





U.S. Navy photo

Left: UCT members work in and around the water in all their tasks. Here, they pump concrete to make repairs at Naval Air Station Bermuda. Opposite page: Fixing a pier at Naval Station Guantanamo Bay, Cuba.

visibility, the ability to memorize blueprints is almost as essential as being a strong swimmer.

"It's what I call the Braille method — besides your eyes, you have other senses and over time you train them to adapt," Ossont said, describing his 15 years of underwater construction diving.

Concentration, fighting the currents, trying to see in the dark, and struggling with tanks, masks and gear takes an exhausting toll. Under the best conditions, a diver may work underwater for about two hours, according to Ossont. Under adverse circumstances, such as polar dives, about 40 minutes in the water is maximum.

"In the Arctic, we dive in a full face mask plus a 'dry suit' — no water touches you," Ossont said. "A diver can last in the sub-zero water for about 40 minutes in the new dry suits as opposed to 20 minutes in the old-style wet suits we used to wear."

If the divers feel "nippy" under the ice, they had better come up, Ossont stressed. Divers who ignore these symptoms can lose both dexterity and mental capacity. Eventually, the whole body system can shut down.

"I've seen divers come up from the ice after 22 minutes unable to take their own masks off," Ossont said, recalling past experiences.

To finish the missions, teams of

divers go down in relays. On occasion, a diver will submerge again a few hours after his first dive.

As UCT 1's master diver, Ossont takes on the lion's share of responsibility for keeping the divers physically safe and mentally prepared.

"As the supervisor, I ask myself on every job what I can do to make the guys comfortable while they get the job done," said Ossont. Part of what he does includes keeping a sharp eye on the clock and the dive tables — lists of how long divers can stay down in certain depths, and how long they will need to be in recompression chambers once they come to the surface.

Although diving can be a dangerous profession, Ossont said that, many times, the Navy goes beyond requirements to make sure it's as safe as possible for their divers. Ossont began diving in 1974. Since then, he estimates that he himself has made more than 1,000 dives. In contrast to divers such as Ossont who may make a full career working underwater, civilian divers in similar occupations rarely work longer than four or five years.

Ossont has known many men who work as divers outside the Navy, and explained why he has never been lured by commercial offers for higher pay for this high-risk occupation.

"By age 25, many civilian divers are

burned out," he said. "They [private industry] have to run right to the edge of the window [to make a profit]. The Navy does it a lot safer. If it takes us two days longer to do the job safely, we take the two days longer."

Selective screening and rigorous physical conditioning during diving school serves the Navy well in finding young men who are willing and able to take on the demands of underwater construction. Seabees who hope to qualify as divers normally serve a tour of duty with a Naval Mobile Construction Battalion before putting in a special request for diving school, LCDR Reddish said.

Requirements to get accepted into the program are tough, and during the nine-week diving school in Panama City, Fla., the weeding out process continues.

"Out of my diving class of 32, [which included students headed for the Navy's other diving communities, such as underwater disposal and SEALs] only 12 graduated," said Engineering Aide 1st Class Ray Stumpf, a former hospital corpsman who cross-rated to become a UCT diver.

As the CO of UCT 1, Reddish has observed the Seabee divers at close range, living and working together on a variety of missions. He thinks he has a good idea of what makes the successful diver tick.

"A diver is someone who enjoys excitement and can't stand sitting behind a desk all the time," said Reddish, who admittedly didn't spend much time behind a desk in his former Navy job as an attack pilot. He said that at least some of his men seem to be the type of people who enjoy adventure. Part of that enjoy-



ment means that they are into physical fitness.

Many of the divers are outdoor types who like hiking, camping, rappelling, and of course scuba diving, during their off-duty or leave time, said Reddish. "These are outgoing and active people," he observed. "You

fosters. Absolute confidence in their fellow workers and in their abilities is an attitude that divers must have to survive in adverse situations.

Because the jobs may drag out weeks longer than originally planned, emotional strength, as well as physical and mental, is necessary.

box sea wasp sting that almost killed him, of frostbitten ears and fingertips, of building igloos at a polar survival school alongside Canadian mounties, of landing on ice in planes equipped with snow skis. These sit side by side with more mundane memories of Navy life.

Ossant respects the environment of the deep, but is not intimidated by it.

"I don't worry about my work," he said. "I have the utmost respect for the water, and for the creatures that inhabit it, but I'm not afraid to work in it, and I'm not afraid of them."

It almost goes without saying that after years of living and working under conditions that are difficult to imagine, these divers form a professional organization they are proud to be part of.

Added to that, a change of duty station usually means either UCT1, in Norfolk, or UCT2 in Port Hueneme. It doesn't take long, Reddish said, with only 120 or so people, that everyone knows everyone else.

"You and your dive partner—we call them 'dive buddies' for a reason—it's a very intimate bond, even between an officer and an enlisted person. Your life may depend on that other person," Reddish explained. "In our community, people know each other by professional reputation for years and years. When you get a 'new' person on board, there are no surprises."

Ossant said that after 15 years of diving, he finds it easy to communicate with other divers. "The right wavelength is just there," he said, matter-of-factly.

"The rest of the Navy thinks we're not wrapped too tight as it is," he jested. "Where else could you find volunteers to live in tents at the North Pole?" □

*Lefler is assigned to NIRA Det 4, Norfolk.*



have to be in shape, not only physically but mentally."

"These guys actually like to PT," Reddish continued, speaking of his crew. "We run as a unit, and they'd probably complain if we stopped doing that." He added that the run comes after some of them have already bicycled in to work from home.

Indeed, the cyclists in the unit, some of whom ride 20 miles or more a day, wasted no time in applying the Seabee "can do" motto to their work space. From the rafters they hung a self-constructed bike rack for a half-dozen, expensive, all-terrain bikes "If at first you don't have it, just make it," the rack seems to proclaim. And that's the kind of attitude Reddish

"Underwater jobs are tough to schedule—sometimes it goes well, and sometimes it doesn't," EA1 Stumpf said. "It's hard to say in advance how long a job will take.

"Weather is a big factor," Stumpf continued. "Some jobs fall through because of weather, and there you are right back home, when you were looking forward to the job and sights. Other jobs, that look on paper exactly the same as a job you did in three weeks last year, end up going on three months."

CMCS Ossant's repertoire of sea stories are whales of tales made all the more remarkable because they're all true. They are spellbinding tales of sharks wanting his lantern, of a



# Civic Action Team

*Seabees build friendships on tropical islands.*

Story by LCDR Roberto Katekaru and JOCS B.A. Cornfeld  
Photos by JOCS B.A. Cornfeld

They were masters of the sea, Micronesians whose ancestry prior to their Indo-Pacific migration has eluded scholars. Centuries ago they used the stars and ocean currents to navigate their outriggers through the Western Pacific Ocean to arrive on the islands of Yap and Palau, places where time and nature have covered these isolated specks of volcanic rock with lush vegetation.

Today, weather-beaten cannons sit dormant in coves, blending with the islands' natural beauty. Broken, rusted

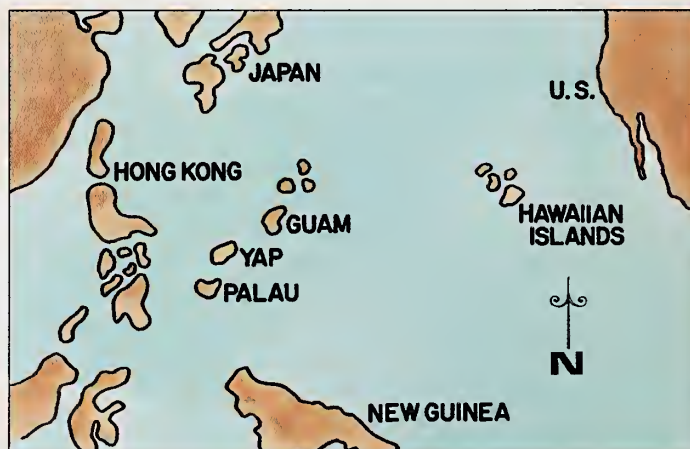
warplanes and bullet-ridden structures are obscured by jungle growth, and graves of soldiers and monuments hailing their honor nestle within village boundaries. These are remnants of a war that swept the globe 50 years ago, World War II.

It's a Sunday morning and a young, barefoot Yapese mother carrying her betel nut basket walks along an unpaved road. Her journey is long. She follows the road past a marsh and through the jungle to her village, Tomil, six miles away. Her three children half walk, half play behind her.

The mother and the oldest child, a girl, wear Western-style dresses, but the two boys sport traditional loincloth wraps called *thus*. An olive-green, dust-covered truck slowly passes them carrying two Seabees on their way to the woman's village dispensary to work on a water line. The Seabees wave greetings to the young family and the islanders' natural shyness momentarily disappears as they return the greeting, friend to friend.

In Tomil, two village children sit in the shade of a tree,

Left: SWC Ignacio P. Lopez rappels off a wall during pre-development training for the Civic Action Team's visit to Yap and Palau. Below: Micronesian islands of Yap and Palau.







leaning against its trunk. They face the building that houses their dispensary. A hundred feet in front of them the Seabees use shovels on the hard earth. The children watch. No one pays attention to the activity on church grounds across the street, which looks much like a social event, contrasting sharply with the men laboring on the waterline.

Children run and dodge around the many groups of women sitting on the grass or on mats. The women talk quietly among themselves as they interweave flowers and leaf strips into neck and head leis. Others carry food to several wooden tables set in buffet fashion. Some of the women are in the traditional dress of their island, topless with colorful grass skirts that hang below their knees and simple leather necklaces for adornment; others are in Western-style clothing. Of the few men visible, most are relaxing and talking in their *faluw*, the village's large, thatched men's house.

Later, air conditioning at the Seabee camp's combined galley-recreation building attacks the dirt-filmed sweat on the two Seabees who have returned from Tomil. They rub the sleeves of their working uniforms across their foreheads between gulps of iced drinks.

LTJG John C. Weaver II, officer-in-charge of the Yap detachment, enters the building and shuffles the men off to get ready for the detachment's weekly softball game against a local team. One of the Seabees mumbles something about there being no hurry since the games always start late.

"Here, it's natural to arrive late — it's accepted," explains Weaver. "That goes along with their whole attitude of 'it'll get done when it gets done.' That attitude is one of the most frustrating things here." It's also one of many island traditions Yap and Palau have in common.

Learning to slow down has been a challenge for Chief Hospital Corpsman Joseph R. Simkins in Palau.



**Top:** Louis, 74, is considered one of the best fishermen from Rumong, an outer island of Yap. **Above:** BU2 James A. Corter (left) checks Jackson Saburo's hollow tile work for the addition of two rooms to the McDonald Memorial Hospital in Palau.

"Here on the island, eight o'clock means 'eightish,' so it could mean anywhere from 7:30 to 9:30," he said. "And if you get upset at an islander because he's not there at eight o'clock, he'll tell you, 'Well, I told you I'd be here around eight, and it is — around eight.'"

Palau's vegetation, fed by fierce rainy seasons, matches the brilliance of emerald gems when it stands out against a clear blue sky. Small uninhabited islands that look like thick-stemmed mushrooms capped in green rise from lagoons surrounding the main island; "rock islands" that turn into a photographer's dream image when they're mirrored in the lagoons' calm waters.

An estuary surrounded by mangroves provides protection for small boats wet from one of the almost daily downpours that nurture the life cycle of the island. A



# Civic Action Team



**Above:** CM2 Kevin Griffiths and Beverly Imeong, a mechanic trainee in Yap, double-check a technical manual. **Right:** EO2 Emil A. Norby works the backhoe for a waterline in Yap.



young family, undaunted by post-rain humidity and mud puddles, settles into their skiff at the estuary's small pier. The father uses a 15-foot bamboo pole to navigate through the inlet, his eyes occasionally glancing toward a nearby rock island where the family will spend their weekend afternoon fishing. At the end of the pier, the father notices strangers who ask permission to photograph, their words intermingle with "Seabees." The father nods his permission before maneuvering the skiff to the embankment adjacent to the pier.

His name is Reginald, he says in a thick accent, then offers to take the strangers fishing with him. As his wife and children sit silent, he talks about the rock islands and fishing in the lagoons — and of the salt water crocodiles that live in the mangroves. They grow up to 12 feet, he says, and often venture out to sea in open water. The last time a crocodile attacked a man was in 1969. "So, no worry," he says.

Sharks can be more bothersome than crocodiles, as some of the Seabees learned. Builder 2nd Class Daniel T. Kelley, working on a school project in Kayangel, a small island two hours by boat north of Palau, was spearfishing one day when he encountered one.

"I'd already speared a fish," he says, "and the shark grabbed part of the fish right off my spear. I watched that shark come back around, thought 'no way,' and let him have the rest of it, spear and all. I told a native friend about it, and he gave me his spear. It's funny. Mine was bought in a store — his is handmade. His is better than mine was."

BU1 Jeffrey A. Stevens loves the diving in Yap.

"It's unspoiled. There's probably been less than 500

dives around this whole island," he said. "We'd go out and see giant turtles, sharks, stingrays, moray eels and manta rays. There's also a lot of shells if we want to go shell hunting.

"One day while we were scuba diving, we saw a turtle that looked like it was six feet long by five feet across," Stevens continued. "We tried to ride on him, but he was too fast. He saw us coming and started going down. He went down about 20 feet and looked like a bird almost, flapping his flippers and all."

With the weekend over, the Seabees are back on their projects: resurfacing roads, completing a village waterline, re-roofing a school damaged by a typhoon, building school toilet facilities, adding two rooms to a hospital.

"Our day here begins at 6:45 a.m., and the men sometimes don't finish until 5:30 p.m. or so," says Weaver. "After dinner, a lot of guys will go back to their job sites or into the shops to fix the equipment that they need for the next day, set up supplies, load the truck, or whatever."

"The biggest part of my job here is to keep track of what's going on," says LT Richard E. Crompton, officer-in-charge of the Seabees in Palau, "and one thing I've learned here is attention to detail."

Each officer works with his own local Civic Action Coordinating Committee to select construction projects for the team. Local funding for the projects is for materials, and the money can come from three sources: the





Left: HM1 Curtis K.A. Phillip teaches nursing students how to use an oxygen tank at the Yap Memorial Hospital. Below: BU1 Jeffrey A. Stevens (on ladder) and SW2 Daniel O. Hurt repair toilet facilities at Dalipebinaw Elementary School in Yap.

government, the village that wants the project completed, or the country's own Civic Action Program and the village combined.

"If somebody comes up to me and says, 'Hey, can you do this job?' I just direct them to the government and it's put in a priority system," says Weaver. "Sometimes we have to stop a job if it's not funded and go to the next one in the priority list. We never stay still — we always jump to the next project and do the one that does have funding."

The CATs also run a 12-month vocational training program. After islanders who have applied for the program are screened by their respective Civic Action officials, they are tested, interviewed and selected by the Seabee teams. Training is available in any of the Seabee construction ratings, from builder to mechanic, and classroom instruction is supported with heavy doses of experience as the trainees work with their instructor-Seabees at job sites.

"The training program is an excellent opportunity for us to work one-on-one with the Yapese people. We learn as much about their culture as we teach them about construction. We try to give them a marketable skill and they give us their friendship," says Weaver.

Communications is a special challenge for the Seabees, who must deal with their trainees on a technical as well as general level. English is taught as a second language in the islands' schools, but once students are out of school, their chances to practice the language is limited.

"I've learned to speak real slow and keep my English to basics," says Equipment Operator 2nd Class James O. Rachal, who also was on Peleliu, a nearby island. "I listen real hard when they talk because they mumble. And they talk with body language — raising of the eyebrows is a yes, just a jerk of the head is no. I really have to pay attention



and watch their body language."

Intermingled with the relaxed tropical lifestyle of the islands are the symmetry and unity of the Seabee camps — Camp Katuu in Palau and Camp Gatuw in Yap. They are suggestive of World War II encampments: morning quarters and standard hours to bring time in focus; trimmed lawns and smooth concrete walkways to curb the jungles' disarray; wood and concrete buildings painted white to return the sun's glare; palm trees and spots of





Above: Reginald and his family make their way to the rock islands to fish for a weekend dinner. Right: CM2 Timmy W. Albrecht plays with Palau's camp pets.

controlled jungle foliage to hold the islands' ambience. Inside their rooms the men have souvenirs and gifts from island friends placed neatly beside their military uniforms and memories from home. It's in the camps that the greatest mixture of the two cultures occurs.

Open camp policies during normal liberty hours are standing invitations for the local people to visit the Seabees. In Palau, the camp's recreation room is packed five nights a week when U.S. movies are shown. The whir of the projector is lost in laughter and talking. Outside, people walk around the camp or sit on benches, questioning, answering and talking with Seabees.

"We also show movies in villages and the town every night but Tuesday—in another village near here, the prison, the resort in another hamlet and in the Catholic mission," says Crompton. "More than 400 people a month get to see them."

In Yap, where the shyness of the people doesn't override their curiosity and the people are reluctant to come to the base, the Seabees must take the movies to the villages, and sometimes a trip to an outlying village can get a little tough.

Loaded down with projectors, reels of film, flashlights and a portable generator, two men begin their trip in a four-wheel-drive pickup and usually finish by carrying the gear over small wooden bridges and through narrow, sandy jungle trails that widen as they reach the village boundary. After the projector is loaded and the generator is cranked up, a white bed sheet tacked to a concrete wall comes alive with American movie scenes.

These movies are CATs greatest community relations tool, a program that provides an avenue for the social inter-



action so important on these small islands where the Seabees are now a household name.

Yap is considered the more traditional of the two countries, and an area where this is most evident is in their caste system. Less than a mile from the Seabee camp is the village of Madrich, where people from Yap's smaller islands come seeking medical attention at the hospital, visiting friends, or looking for work. Called outer-islanders, these people are considered lower caste by the people of Yap proper.

Madrich village is measured in meters, very few meters. Space is as cramped as any project area in any city of the world where families live together in a single room. People of the same island keep separate from the people of other islands, and narrow stone and dirt pathways create a maze that eventually leads to living or cooking areas. Western-style clothing is non-existent here; men and boys wear *thus*, women and girls wear *lava-lavas*, wrap cloths that





Left: Alfonso Riumd carves a storyboard while SW1 Marlon D. Jones watches. Below: Ignatius F. Tamannalon and Mona Lisa M. Ruepong chat with SWC Lopez at Rull Village, Yap.



reach from their waists to below their knees.

In addition to showing "outdoor" movies on a Seabee-built billboard-style screen one night a week at Madrich, the Seabees also hold a trash pickup twice a week. As the green dump truck pulls up to the village entrance where trash has been loosely piled, outer-islanders materialize, seemingly from nowhere, with shovels in hand and begin to fill the truck. Even with 10 or more men and women laboring to clear the debris, it takes more than an hour to complete the task.

Even in Yap, the caste system is evident to the Seabees, who are considered among the high caste.

"If we're walking down a path and someone from a lower caste system is walking toward us, they'll step off the path and wait for us to pass by," says EO2 Emil A. Norby. "They'll let us go into some place first, or if we're at a party, they want us to eat first. No one will eat until we eat. We try to tell them, 'That's okay, everyone eat at once,' but they won't. This is their heritage."

Every day, the Seabees add another "sea story" to their list, stories about the islands, the customs and traditions, the culture, the work. But it's the people they say they'll remember most, and these are the stories the men hold closest to their hearts.

"What I'll remember most from here are the people I've made friends with," says BU2 James A. Corter in Palau.

"They're almost once-in-a-lifetime friends. The Palauans are not selfish at all. A lot of times we've gone out and they've offered us plates of food, or they picked up the tab. They make only about \$1.25 to \$1.50 an hour, and here they are buying my dinner."

"I'll walk by a picnic or a party and they'll run out and give me food," says Weaver. "I can't disgrace them by not accepting, so I accept it. They really want to give me something, and that food is what they have to give. They always want to give."

Palau and Yap are slowly changing. The masters of the sea who established these two nations centuries ago left a legacy that has seen these modern Micronesians to the threshold of the 21st century. Now, the tradition is combined with the modern: tribal chiefs and elected officials, thatched huts and concrete buildings, native dress and Western-style clothes.

As these people slowly increase their contact with other nations and new technologies, the Seabees are there to help them adjust, through construction, through training, through a sense of self-reliance.

"I like helping people, and I think that's really the bottom line here," says Weaver. "We're in the military and yet we're helping people. That's really special." □

*Cornfeld is assigned to Public Affairs Office, U.S. Naval Construction Battalion, U.S. Pacific Fleet, Pearl Harbor, Hawaii. Katekaru was assigned to PAO, U.S. Naval Construction Battalion, U.S. PacFlt, and is now assigned to Personnel Support Activity, Naples, Italy.*





# Fleet 'Bees

## *Amphibious Construction Battalion 1*

Story by PH2 August C. Sigur

Aboard the steel, flat-bottomed craft, the coxswain kept sight of the pilot guiding him to the beach.

"Two degrees to port," crackled over the coxswain's headset.

"Two degrees to port, aye," the coxswain acknowledged as he shifted controls, slowly maneuvering his Side Loadable Warping Tug toward the sand ramps that would serve as a temporary beach moor.

"Approach looking good. Bring her in!" the pilot radioed.

The tug slid roughly into the sand ramps. While deckhands secured the craft, Seabee equipment operators fired up a dormant crane nearby. Taking on the likeness of an awakening dragon, the 140-ton crane

spewed large volumes of smoke before its driver inched the giant machine to the tug's pontoon causeway.

Every move was watched and guided by the crane's crew as the equipment operator skillfully centered the crane in front of the causeway, hesitated, then slowly drove onto it. The causeway rocked under the weight, its sections sinking into the sand and water, then bobbing up, as the crane moved along.

"All clear. Prepare to cast off!" yelled the coxswain after the machine was secured. With engines winding at 40 percent, he gently dislodged his loaded craft from the sand.

This is an every day kind of job for the men and women of Amphibious Construction Battalion 1, known as PhibCB 1, at the Naval Amphibious Base, Coronado, Calif. Their job is to move tons of equipment, materials, supplies and personnel from ship to shore, from shore to ship.

PhibCB 1, originally commissioned at Camp Endicott, R.I., in 1943 as the 104th Naval Construction Battalion, is a modern-day version of the World War II Naval Construction Pontoon Battalion.

During the Atlantic and Pacific campaigns, pontoon battalions participated in every major invasion, starting with the Sicilian operation. In the shallow waters of Europe's At-





Photo by PH2 Mark A. Rohlf



Photo by PH2 August C. Sigur

**Left: Seabees set poles in place to secure the floating pontoons. Above: CMCA Mary Cameron loosens a hoseclamp on a diesel engine.**

lantic coastlines and remote Pacific islands', undeveloped shores, the pontoon battalion's flat-bottomed craft and causeways alone could move hundreds of thousands of tons of wartime equipment and supplies from ships to hostile beaches in support of advance units.

In October 1950, NCB 104 was redesignated Amphibious Construction Battalion 1 and saw action during the Korean conflict, the Cuban crisis, the Vietnam War, in Lebanon and Grenada. Most recently, PhibCB1 assisted U.S. naval forces in the Persian Gulf.

Nestled in a small resort town near San Diego, PhibCB 1 is one of the Navy's best-kept secrets. It offers many of the same challenges as a naval mobile construction battalion, peppered with a vast exposure to fleet operations.

With more than 400 active duty officers and enlisted people, the battalion's Seabee-support ratings ratio is nearly even. Its 15-officer complement includes 11 of the Civil Engineer Corps, three Line, and one Supply Corps.

"When my detailer told me I had orders to a battalion in San Diego, I thought he was stringing me along," said LT Tony Boles, Bravo Company

(fleet ratings) commander. "Now I realize I was fortunate to be sent to one of the best jobs available to a Civil Engineer Corps officer. Deployments are numerous, but short, to sites such as Thailand, Korea and Honduras."

"This is not your ordinary command, said Engineering Aid 3rd Class Edison Carlos. "Is it fish or fowl? I don't know!" Carlos refers to the apparent difference between Seabees and Fleet "'Bees." "I have friends in mobile battalions," he said, "but they don't work with other ratings like boatswain's mates and signalmen."

A tour with PhibCB 1 enables Seabees to work with sailors in ratings they don't meet in most duty assignments.

Unlike Seabee mobile construction battalions, where fleet ratings augment the 'Bees, the amphibious battalion depends heavily on both groups. The fleet side is composed of boatswain's mates, enginemen, signalmen, electrician's mates, machinery repairmen, non-designated seamen and firemen. Commonly referred to as "Fleeters" in the Seabee community, these men and women provide sea support for PhibCB 1's many missions.

The other part of the battalion is made up of traditional U.S. Navy Seabees. They are occupational field personnel represented by seven Navy construction ratings that support construction projects and tent camp construction and maintenance during operations.

"One minute we could be on a ship performing an amphibious operation — the next minute we could be helping set up a 500-man beach camp," said BM2 James Nealan, a coxswain instructor in the training department.

The heart of the amphibious battalion is its pontoons: 5 feet by 7 feet by 5 feet welded steel boxes. Hollow and watertight, they are building blocks for the battalion's transport and pier platforms used to move equipment, supplies and people. Forty-five pontoons are welded together to make a causeway section. Sections are then connected together much like a child's construction set to form floating and elevated causeway piers, causeway ferries and side loadable warping tugs such as the one used to move the 140-ton crane.

The warping tug is a multi-purpose workhorse that serves as the backbone of PhibCB 1's mission. Measuring 21 feet by 90 feet, these slow-moving, cargo-carrying causeway sections resemble flat, riveted slabs of steel. Each is a self-propelled unit crowned by an A-frame winch and pilot house. The battalion's four warping tugs can be used alone as transport craft or connected with one to six causeway sections to form a barge ferry, which can hold more than 600 tons of equipment and supplies.

"I've served with many commands during my career, and this is the first time I have worked with a surface craft as unique as the warping tugs," said BMC Victor Martin. "They are so versatile because they can be used for anything from propelling a non-powered causeway section, to serving as a platform for deploying thousands of feet of fuel or water hose."

Martin, Bravo Company's operations chief, schedules the movement of PhibCB 1's waterfront assets.

When the battalion assigns a detachment — one officer and 24 enlisted people responsible for equipment offloading — to a tank landing





Pontoons secured together form a floating bridge for heavy equipment arriving aboard ship.

operate power and light generators, many of PhibCB 1's missions would end at sunset. Utilitiesmen install and maintain plumbing units, handle water treatment and distribution systems, and steelworkers build up sections used in the construction of floating causeways.

Another PhibCB 1 mission is support of the Maritime Prepositioning Force. MPF consists of ships that are pre-loaded with combat gear and deployed to forward positions in anticipated combat areas, a program developed in 1979 to increase the responsiveness of logistic support to Marine Corps forces.

Despite its somewhat atypical "Seabee" missions, PhibCB 1 fosters the traditional Seabee "can do" spirit. After the October 1989 earthquake in San Francisco, the battalion mobilized a 14-vehicle convoy to assist in restoring utility services to the stricken area. The convoy included eight tractor-trailers, two large cargo trucks and other vehicles.

"Within 14 hours of initial notification, we were enroute to the disaster area," said LT Lee Ellsworth, the battalion's Alfa Company commander. He led a 43-man team to Naval Support Center Oakland and the Oakland Army base where they repaired water lines, reinstalled sewer systems, and provided heavy equipment support.

"I felt really good about helping with the damage cleanup," said Equipment Operator Constructionman Anthony Bancroft, who ran a front loader while in San Francisco.

Most people consider PhibCB 1 a "hybrid" command, a mix between the fleet Navy and the Seabee battalion. It is, but due to its unit cohesiveness, the men and women of PhibCB 1 can respond to virtually any emergency, carrying out any assigned mission — whether on land or at sea. □

*Sigur is assigned to Amphibious Construction Battalion 1, Coronado, Calif.*

ship in support of an amphibious ready group, four causeway sections and associated equipment go with it. The equipment — blocks, wires and winches — is used to mechanically side-load the causeway sections onto the ship, an evolution that involves raising each causeway section 90 degrees to a vertical position on the ship's after quarter. The sections are securely mounted until the ship arrives at its designated offshore location.

The causeway sections then are released into the water and assembled into a floating causeway ferry, which is driven to the beach and rammed into place to form a floating pier. The tank landing ship connects to the end of the pier and extends its bow rams so that Marines can disembark and equipment can be offloaded.

Generally, camp support people, who select and establish each beach

camp site, are flown in ahead of the beach party. Builder 3rd Class Vickie Baker helps build the beach camp when the battalion deploys.

"This is exciting for me," she said. "It gives me the opportunity to prove my abilities in an operations command."

Baker participated in *Team Spirit* in South Korea last year and said it was a unique experience.

"As a member of the battalion's camp support crew," she said, "I built tent structures for the whole naval support element."

Although all the Seabee ratings are kept busy when the battalion is on deployment, some are critical in putting together the tent camps. Engineering aides help develop final construction plans, lay out the camp and conduct surveys for the elevated causeway system. Without construction electricians, who set up and

Photo by PH2 August C. Sigur



# Seabees in profile

To call him just a plumber would be selling the man short. Fixing leaky pipes may be part of the package, but 20-year-old Utilitiesman Constructionman Shannon Slagle, Naval Mobile Construction Battalion 4, knows enough about boilers, air conditioning and heating systems to make a journeyman blush.

"We are more than plumbers," he said. "We work with anything dealing with water, gas or steam."

What he does best in his rating is hard for him to say.

"I have yet to be tested to my full potential," he said.

"But I would like to put my energy into boilers. It's interesting work and you can make a decent living fixing them on the outside."



Photo by PH2 M.C. Thurston

He said that he could have had anything the Navy had to offer regarding training, from nuclear power to electronics, but he is color blind. "That kept me out of a lot training that I would have liked to receive," he said.

Slagle didn't know anything about the Seabees, nor did his recruiter, whose background was in submarines. He decided

to try the utilitiesman rating because it seemed interesting and because it was a trade that was marketable in the civilian community.

It was not his original plan to join the Navy after high school. He wanted to continue his education by entering a vocational school dealing with automotive repair, but his parents could not afford to put him through college.

His old desire to be a mechanic has been burning hot of late, and he has been toying with the idea of cross rating to the mechanic side of the Seabees. "My first love and last love has always been mechanics," he said.

If he can't get the training in the Navy, he plans on getting out and going back to Nebraska to attend a technical college for his mechanics certification to fulfill his dream.

"I've been saving money for my education," Slagle said, "and I'm itching to finally attend that vocational school I've always wanted." □

*Story by JO1 Phil Eggman. He was assigned to Naval Mobile Construction Battalion 4 at Port Hueneme, Calif., and is now an instructor at the Defense Information School, Fort Benjamin Harrison, Ind.*

For some, getting what they want in the Navy is a direct route — enlist, go to boot camp, attend "A" school and that's it.

But for Equipment Operator 3rd Class Dondie R. Butler, 24, getting what he wanted took considerably more effort. He is now assigned to Naval Mobile Construction Battalion 74, Gulfport, Miss., but he got there the hard way.

When he enlisted in 1985 he wanted to become a heavy equipment operator, but no openings were available. When he finished recruit training, Butler was assigned to radioman "A" school.

"Once at 'A' school I decided that it wasn't going to make me happy," he said.

Butler dropped out of radioman school and reported to USS *Iowa* (BB 61) in Norfolk. "I was assigned to the deck force," he said, "where I painted, swabbed, stood watches and was a chock-and-chain man on the flight deck."

After seven months working on deck, equipment operator school was still closed, so he struck for yeoman.

He was assigned to the captain's office where he completed the Enlisted Surface Warfare Specialist program and was awarded the ESWS pin. Since Butler was still a seaman he could not wear the insignia until he was advanced to petty officer 3rd class.

One day Butler bumped into a friend who was an equipment operator.

"My friend mentioned to me that EO school billets were wide open. That was all I needed to hear," Butler said. He immediately applied to attend.



EO3 Dondie R. Butler

Butler was soon on his way to Gulfport, Miss., where he was enrolled in the class "A" technical school for equipment operators. Instead of answering phones and typing correspondence, he was now learning how to operate a wide variety of heavy-duty construction equipment.

"I consider myself lucky to have seen two sides of the Navy," he said. "I'm proud to be ESWS qualified and be an equipment operator — there's

not too many of us out there." □

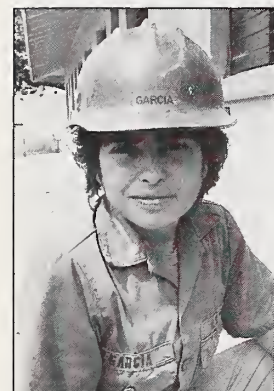
*Story and photo by JO3 Salvatore Maio, assigned to Naval Mobile Construction Battalion 74, Gulfport, Miss.*



# Seabees in profile

Describing a construction worker as “just darling” might draw a punch in the nose from some, but with Builder Constructionman Alice Garcia, it could draw a gentle smile and an embarrassed laugh. Maybe even a “thank you.”

She’s 4-foot-11, weighs less than 100 pounds and is 22 years old. The Austin, Texas, native’s dark eyes sparkle with enthusiasm and mischief and her hands are in constant motion when she talks about her work with the Seabees at Construction Battalion Unit 413 in Pearl Harbor, Hawaii.



**BUCN Alice Garcia**

The youngest child of a Baptist minister, Garcia found that her family wasn’t too keen on her joining the Navy, and later was shocked when she told them she was going to be a builder. Everyone at home was convinced she wouldn’t go through with it.

“When they started doubting me, that’s when I said, ‘I’ll show them!’” Garcia said. “I wanted to prove it to them, but first I wanted to prove to myself that I could do it.”

Now her family, which she describes as a very traditional type, gives her full support.

“When I’m home on leave,” she said, “I’m always looking for things to fix around the house — a squeaky cabinet or a loose hinge. When I went home Christmas, my dad was [putting in] the sidewalk around the house, and I put up the form work for him. We mixed the concrete together, poured it, and I troweled it out. My dad kept saying, ‘This is great, this is great.’”

“My brothers were never into carpentry or anything like that — they’ve always had desk jobs,” she said. “Now, here I am, a daughter, the youngest, going and trying to fix anything and everything that needs to be done.”

“Now they’re really proud of me, especially considering my size.” □

*Story and photo by JOCS B.A. Cornfeld, assigned to Public Affairs Office, U.S. Naval Construction Battalion, U.S. Pacific Fleet, Pearl Harbor, Hawaii.*

Utilitiesman 2nd Class Eric Tarpley, 23, has a twinkle in his eyes whenever he talks about his rating. He comes alive when he discusses his role in Naval Mobile Construction Battalion 1, home ported in Gulfport, Miss.

“Where else can a man my age do what I do? I originally joined the Navy to travel and meet all sorts of interesting people,” Tarpley said. “Now I can say I’m glad I joined because of what I’ve learned in my rating. I’m proud to be a Seabee because it has a positive image.”

He should know something about pride. During the last deployment, he was stationed with a detail in Bermuda.

“There weren’t many Seabees on the island,” he said. “So everytime we did something, people would sit up and take notice.”

When Tarpley originally joined the Seabees, he freely admits that he didn’t know much about the organization or the work they do.

“I didn’t know what the ‘Bees were all about until I got into ‘A’ school,” he said. Being a Seabee enables him to learn something about all construction methods.

Tarpley is currently on deployment with NMCB 1 in Guam. He is assigned to Bravo Company as a project planner.

“I think the most fulfilling part of this work is the hands-on experience,” Tarpley said of his current assignment. “You never stop learning in this battalion.”

Before reporting to NMCB 1, he was stationed at the Public Works Department in Brawdy Wales, U.K.

“The public works tour was great, but when you come to a battalion you have to be on your toes,” he said. “You have a lot more people watching your performance, but you get more quality rating knowledge.”

Tarpley, whose hobbies include contact sports, collecting music, singing and reading, is always looking ahead to the future.

“I think in the future I would like to get more training in my rating,” he said. “Maybe go to a ‘C’ school and try to become more proficient.” □

*Story and photo by NC1 Gregg Travers, assigned to Naval Mobile Construction Battalion 1, Gulfport, Miss.*



**UT2 Eric Tarpley**



# Seabees in profile

When Kristen Reeves goes to work each morning, she expects to get some heat. In fact, she looks forward to it — 10,000 to 15,000 degrees Fahrenheit worth.

Reeves is a steelworker 3rd class, recently transferred from Construction Battalion Unit 413, Pearl Harbor, Hawaii, to the Public Works Center, Naval Air Station Kingsville, Texas.

"Welding is hot work," said Reeves. "When I'm wearing my full length coveralls, my shirt, my pants, mitts and helmet — when I've got all this garb on and it's a hot as hell day, say 85 to 90 degrees, and I have this electrode in my hand — it's extremely hot. Sweaty hot. All that heat is just one big mass."

The 26-year-old Seabee doesn't mind the heat or the gasses that sometimes float into her face or even the uncomfortable positions that put a strain on her back and shoulders and neck. She says welding is the best part of her job as a Seabee steelworker.

"I came in to be a welder," she said. "It's fun and it's challenging. A civilian welder just does welding, that's it," she said. "A steelworker in the Navy has several jobs. [At CBU 413] we had training, and we had disaster recovery. We had a lot of extra things like mount-outs where we got all of our equipment together and went sometimes to a remote island and did construction, and we also went on field exercises."

The greatest challenge of her steelworker job, she said, is learning all the facets of her rating. She doesn't get as many diversified jobs as does a steelworker in a battalion.

"When a man from a battalion comes here and I have to work with him, I think the challenge is trying to know as much as he knows. It's not competitive, I just don't want to be ignorant," Reeves said.

"The challenge is being of equal value," she concluded, "because if somebody wanted a steelworker, I would want them to pick me." □



SW3 Kristen Reeves

Story and photo by JOCS B.A. Cornfeld, assigned to Public Affairs Office, Commander, U.S. Naval Construction Battalions, U.S. Pacific Fleet, Pearl Harbor, Hawaii.

It touches every life on the planet. Used wisely, it is a friend; denied respect, it can kill instantly.

"Electricity is very unforgiving if you make a mistake," said Construction Electrician 2nd Class Robert Sislo, who has been working with high voltage power distribution and lighting systems for the better part of his five years in the Navy.

"Safety is the key to getting this job done," he said. "If you are not safe, someone is going to get hurt. It only takes one mistake and you are dead."

He said that Seabee electricians work in all aspects of the construction electrician field.

"We do not specialize," he said. "We work on alarm and intercom systems, interior lighting, troubleshooting — if it involves electricity, your average Seabee electrician will know something about it."

In addition to his knowledge as a high voltage lineman, Sislo enjoys working with motors and controls.

Since joining the Seabees, Sislo says he has traveled all over the world, meeting new friends, different people, learning different languages, customs and trades. Since reporting to Naval Mobile Construction Battalion 4 in February 1985, he has been to Egypt, Nigeria, Cameroon and New Guinea. He also participated in a 45-day civic action cruise in the South Pacific.

"Had I stayed at home, I would probably be working at some gas station wondering what it was like around the world," he said. "The Seabees have shown me that this is a very big world after all, and has made me appreciate, much more today than when I was young, just what my country stands for."

He said that his experience in the Navy has helped him find himself. Besides learning a trade that he enjoys, he has found that his travels have made him feel more a part of the world around him.

Sislo said, "Seeing the world, observing other cultures and sharing my trade with other people, has helped me understand my purpose in life." □



CE2 Robert Sislo

Story by JO1 Phil Eggman. He was assigned to Naval Mobile Construction Battalion 4 at Port Hueneme, Calif., and is now an instructor at the Defense Information School, Fort Benjamin Harrison, Ind.

Photo by PH2 M.C. Thurston



# Playing fetch

*Navy uses sea lions to help recover practice mines.*

Story by Jan Kemp Brandon, photos by PH1(AC) Scott M. Allen

What is dark gray, weighs 120 pounds, swims to a depth of 400 feet in less than 90 seconds, and can save the Navy millions of dollars?

You guessed it — a sea lion.

These versatile, adventurous mammals, weighing anywhere from 118 to 141 pounds, can swim down to depths of 600 feet. They are part of a fleet-deployed unit called the Mark 5 Marine Mammal System. The unit is being used by Explosive Ordnance Disposal Mobile Unit 3, San Diego, Calif., and Explosive Ordnance Disposal Mobile Unit 4, Key West, Fla.

"We use sea lions to recover practice ordnance from the ocean floor," said LCDR Hugh Sease III, operations officer for EOD MU 4.

"They're extremely efficient," Sease said, "because one handler and one sea lion can recover mines faster and more efficiently than the current method of using Navy divers."

Navy divers are used to recover practice mines only to a depth of 130 feet.

"You use two divers at once, and if you send those divers down to 130 feet, they're done for a 12-hour period — they can't dive again," Sease explained. "You have to bring them up and put in two new divers. Consequently, you use a large number of divers."



Manpower and equipment is costly, and with divers limited to only 130 feet, many mines are not recovered. A sea lion can help recover 15 to 20 mines from 130 feet depths in a little more than one hour.

"It's a lot cheaper to get a sea lion to work for a bucket of fish than the cost for a set of divers and setting up dive platforms," added Quartermaster 2nd Class Dan Connolly, a 2nd class diver and primary handler assigned to MU 4.

Practice mines that are more than 130 feet underwater are abandoned,

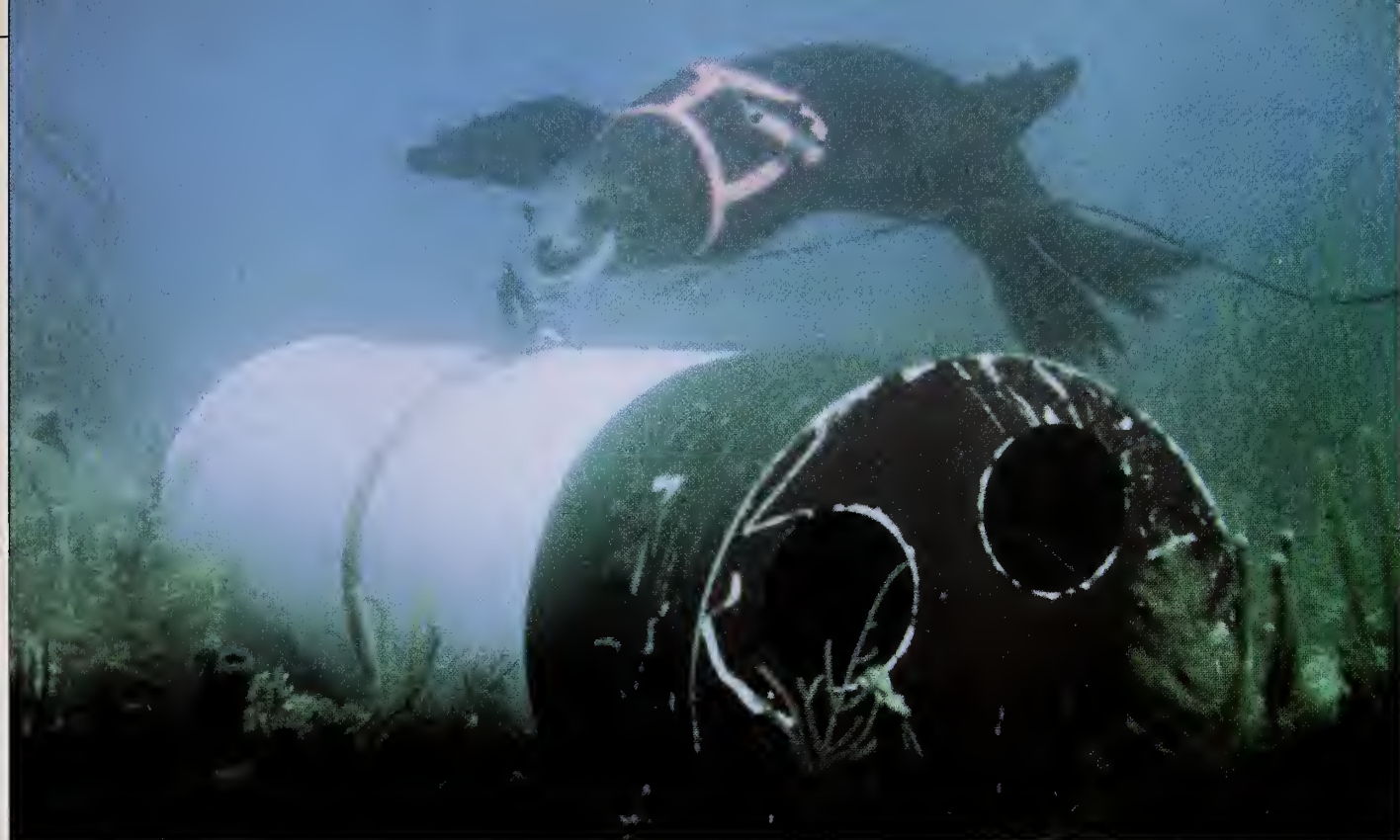
according to Sease. "Those material assets are lost to the Navy," he said. "Sea lions can recover those mines, which are returned to the system to be dropped again. The Navy does not have to spend money for the same thing."

Sea lions have the ability to see and hear very well underwater. "Pingers," or acoustic beacons, are attached to the mines, so the animals are able to find them.

"There are two pingers attached to the mine. One is a 37 kilohertz pinger, which the handlers can







**Project Quick Find trains sea lions to locate and mark practice mines on the ocean floor for recovery at a later time.**

hear by using a pinger receiver," Sease said. "The other is a nine kilohertz pinger that is within the animals' hearing range."

"The nine kilohertz pinger is within hearing range of not only the sea lion, but people, too," Connolly said. "The difference is, that once the sea lion is in the water he can tell the direction the sound is coming from. People can't — we just hear a sound in the water."

The coxswain positions the boat in the general location of the mine by means of the 37 kilohertz pinger, the handler tells the sea lion to get in the water and hands it a grabber device attached to a line which the handler holds. The grabber has a rubber bite plate attached to a stainless steel plate with a hook.

The animal takes the grabber, swims down to the mine, attaches the hook to a ring on the mine and returns to the surface. The handler tugs on the line and connects the line to a

buoy so a recovery craft can winch the 2,000 pound concrete mine out of the water. The sea lions never do any hard labor.

"There is no danger to the sea lions. The sea lions have common sense, and if they don't think it's safe to hook up, or if there is something down there that bothers them, then they will spit the grabber out and return to the surface," said Sease. "We will send the animal back down, three or four times and if the sea lion won't hook up, then we'll move on."

The handlers always watch for hazards the sea lion might encounter such as sharks or stray fishing line.

A harness with a 37 kilohertz pinger attached to it is used on the sea lions when they are working. This way, the handlers can "see" them at all times with the pinger receiver. If a sea lion stays in the open water and does not return, the harnesses are designed with a dissolvable link that falls apart after being in salt water for a continuous 29 hours.

The sea lions are transported by boat in cages to the work area, about 13 to 14 miles from shore to the



deeper water. These cages have foam pads on the top and bottom. If the cage falls into the water or the boat sinks, the cage will float so the sea lions can swim and keep their heads above water until they can be picked up.

Initially, the sea lions are trained in a tank-like pool as if they were doing actual mine recovery. The trainer, using hand signals and voice commands, gives the sea lion the grabber



# Sea lions

device to attach to a practice mine at the bottom of the pen. As soon as the sea lion does the hook up, it swims back to the surface and is rewarded with its favorite food — fish.

According to Sease, four sea lions are used in an average operation which might last up to six hours. This is because one animal might get bored with the exercise or eat so much food that it is no longer motivated. "Then you swap out animals and continue recovering mines until you've cycled through all four animals."

Sea lions have different personalities, according to Sease. Some are braver, while some are more adventurous than others.

"It's basically the same as working with a dog — the behavior is generally the same — like using dog biscuits to train a dog," he said. "Instead, we use fish."

Even though sea lions can be trained fairly easily and can learn a new task within two to three weeks, "it takes someone who is extremely patient to work with them," said Sease. "It's kind of like working with kids — one day they'll do really good and the next day they might not do as well."

The divers are required to complete a training course in order to become handlers.

The sea lions complete a year-long course at Naval Ocean Systems Center in San Diego, Calif., where they learn basic behavior. Once they pass the course, they are brought to EOD MU 3 in California, or EOD MU 4 in Florida.

The sea lions are kept on a strict dietary regimen and enjoy such menu specialties as mackerel, smelt, squid and herring.

"We spend about \$45,000 to \$60,000 a year on frozen fish to feed these mammals," said Sease.

According to Sease, the sea lions' food is fit for human consumption and the cleanliness of the operation



U.S. Navy photo



U.S. Navy photo



**The Quick Find program uses a small rubber boat, a sea lion and two or three handlers. It costs much less than using Navy divers.**

there for the divers, also assists the veterinarian in taking care of the sea lions. A veterinary lab and medicines are also on the premises.

The handlers who work with the sea lions are enthusiastic about the program.

"I love doing this," said QM2 Connolly. "It's an out-of-the ordinary task for someone in EOD. This gives something back to you. You pick up a new task and see progress every time. You actually go out and see the whole thing come together. It's extremely rewarding." □

surpasses any restaurant kitchen in the city.

"The Marine Mammal Commission, appointed by the President, inspected us last February — we passed with flying colors," he said.

The sea lions are inspected daily for health problems by a veterinarian. A Navy hospital corpsman, who is

*Brandon is a writer for All Hands. Allen is a photojournalist for All Hands.*



# Home again

## *Minesweepers return from Persian Gulf.*

Story by JO2 Dan Sweet

Three Navy minesweepers returned to their Puget Sound homeport in Washington state "high and dry" recently, after serving two and a half years in the Persian Gulf.

USS *Esteem*, *Enhance* and *Conquest* entered Elliott Bay piggy-backed on board the civilian heavy lift vessel *Super Servant 3*.

Crew members of the three ships were among those watching pierside when the unique vessel docked. Almost 150 crew members flew home after the ships departed the Gulf. A 19-man support crew rode with the minesweepers during their 46-day transit across the Indian and Pacific Oceans.

"Basically, our crew was tasked with security, safety, damage control and routine maintenance of the idle equipment," said LCDR Steven Johnson, commanding officer of *Esteem*, as well as officer in charge of the transit detachment. "The 19-man crew did a really super job. Everybody did a wide range of work."

Each of the 172-foot ships had spent more than two and a half years in the Persian Gulf conducting mine countermeasure operations to protect shipping in the area. The ships originally received an enhanced-tow to the Gulf in August 1987.

Rotating 25 percent of the crew each month, personnel assigned aboard the minesweepers served a four-month shift in the Gulf. Crews from the six minesweepers assigned to the West Coast that did not make



U.S. Navy photo

the transit were also part of the rotation that typically allowed an eight-month break between shifts in the Gulf.

"It was a good plan," noted Johnson. "It had flexibility and provided for a continued experience level." Johnson also added that in his estimation, 75 to 80 percent of West Coast minesweeper crew members had seen at least one tour in the Gulf, and in some cases, as many as three trips over. He also indicated that there was usually a 10-day training period after rotation took place, so that hands could refamiliarize themselves with the operations in the Gulf.

When crew members weren't in the Gulf, they were assigned to minesweepers in San Diego, San Francisco or the Puget Sound area, where

***Super Servant* delivers three Navy minesweepers to their Puget Sound home port after two and a half years in the Gulf.**

they continued to receive training, as well as conducting local operations.

Three days after the ship's arrival in Seattle, they were off-loaded in a process that involved flooding the ballast tanks of the *Super Servant 3* and "sinking" the vessel out from under the minesweepers. *Enhance* has returned to her homeport in Tacoma, while *Esteem* and *Conquest* remain in Seattle. □

*Sweet is assigned to Public Affairs Office, Naval Base Seattle.*





# Badge collector

*If you ask for his identification — look out!*

Story and photos by J01 Melissa Wood Lefler

When Master-at-Arms 1st Class Michael Audette's wife gently pointed out that his police memorabilia was covering much of their available wall space, and that their home had begun to resemble a police barracks, Audette fell back on the time-honored solution to the husband/wife, male/female home-decorating impasse. He simply moved his stuff to the office.

But Audette's police memorabilia collection — only half of it framed — of 1,700 police patches, and 450 to 500 police hat devices and badges, has not passed unnoticed or without

remark at work, either.

Recently, at the brand-new military police headquarters building shared by the U.S. Navy military police and the Scottish Defense Ministry police at Royal Air Force Base Edzell, Audette's boss made an irreverent remark, reflecting opinions possibly similar to those of Audette's wife.

"Geeze, Audette, we're going to have to move you to a bigger office to store all this junk — there's no place left for your desk," observed Audette's supervisor, MAC Matthew Davis, after poking his head in the door of

Audette's office early one rainy morning.

A local Scottish policeman who dropped by later reacted more courteously. "My, this *is* quite a splendid amount you have here," he said, gazing in from the doorway at the be-decked office walls.

Audette, 29, hails from Winooski, Vt., and originally joined the Navy to be an aviation machinist's mate. It seemed a logical choice after studying jet mechanics for two years at a Burlington, Vt., vocational and technical school. When he learned that he could fly as a Navy jet mechanic, he



was sold on the idea.

During a Western Pacific cruise in 1983, Audette suffered a knee injury and a setback. Instead of getting promised orders to Spain, he was transferred to Norfolk for medical treatment.

Grounded from his first love, flying as a member of an air crew, Audette began to get restless and wondered whether he could ever pass an air crew physical again.

Always interested in police work, Audette decided that switching his rating to Navy master-at-arms looked like a good alternative. While waiting for Naval Military Personnel Command approval for the change, his knee healed, and he was again sent on deployment, this time to Denmark with Helicopter Squadron 16. While in Denmark, his approval to change ratings came through. When it was time to reenlist, Audette learned that another special request had been approved — orders to dog-handling school.

While at K-9 school at Lackland Air Force Base, Texas, Audette slipped unknowingly into his soon-to-be hobby. Air Force and Army classmates who had become his friends suggested that trading unit patches would be a good way to remember each other and their school days.

A few months later, back in Norfolk and working as a dog handler with the Norfolk base police, Audette received another request to trade patches with a civilian policeman who dropped by his office. Audette was intrigued — his patch collection was growing, seemingly on its own.

"I got this book AAA puts out — it has the names and addresses of state police departments," he said. "I wrote to each address —"

With these letters, swapping one for one, Audette collected patches from state and city police departments in all 50 states. The letters also hooked him up with other collectors, and he now has a desk-top file stuffed

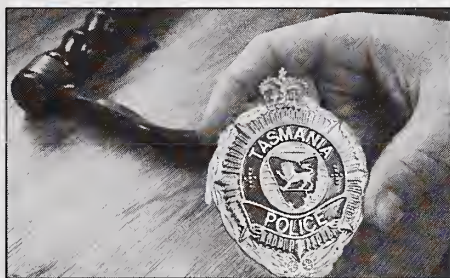
full of thousands of their business cards.

Audette branched out, collecting Army military police patches and hat and collar devices, and Royal Canadian Mounted Police patches.

"Each Army MP unit has an individual crest," he said. "When I went through the [joint service] investigative school, each person in the class, knowing that I collected, gave me one."

Now, Audette has hundreds of duplicate patches from civilian and military police units all over the world. He uses those to get other patches and devices he doesn't have.

It's not the patches, badges and



**MA1 Michael Audette has collected police badges and other paraphernalia from all over the world.**

pins that have been expensive to collect, Audette explains, especially because he started out trading one for one. Audette estimates, however, that he has shelled out between \$700 and \$800 in postage and almost as much for frames.

"I save my pennies out of each paycheck and when I get enough to have someone professionally mount my stuff, I go ahead," Audette said.

On Audette's office walls there are two small exceptions to the pre-eminent felt-backed, glass showcased badges and patches — a silver laser etching of a German shepherd's head and a black and white photograph of the dog wearing sunglasses, leaning out the window of a military police truck.

One of the hardest days of his life,

Audette remembered, was when he had to have his first military working dog put to sleep because of hip dysplasia.

Audette has since changed his specialty, becoming an investigator, not so much because of that experience, but for better opportunities for promotion and for experience supervising people. "As a dog handler, there were very few billets aboard ship," Audette said.

If duty in the United Kingdom has been good for Audette's new military police specialty, allowing him to be a supervisor, it has also been good for his police memorabilia collection.

"When I see a police officer who has something I want, we work out a trade," Audette said, explaining how he got his British bobby's hat, which is proudly displayed on a stand behind his desk.

Over the years, about six of the police officers Audette has corresponded with regarding his collection have become full-fledged pen pals and friends. They live all over the world, from Pennsylvania to California, in Canada, New Zealand and Australia. An Australian policeman and fellow collector who visited Audette in Norfolk is coming to Scotland for a vacation with his family.

Together, Audette hopes, he and his Australian friend will drive to the Scottish police college to see its huge collection of hats, badges and trudgeons or billy clubs.

"Those clubs are what I want to start collecting next," Audette confided.

He doesn't know where he'll find room to display them, yet. Though his police memorabilia is in his office, the walls at home are not exactly bare, he reports. "Now my wife has her oil paintings hung up all over the place," he said with a shrug. □

*Lefler is assigned to NIRA Det. 4, Norfolk.*





# Sailing to win

---

*Sailor aims for  
Olympic competition.*

---

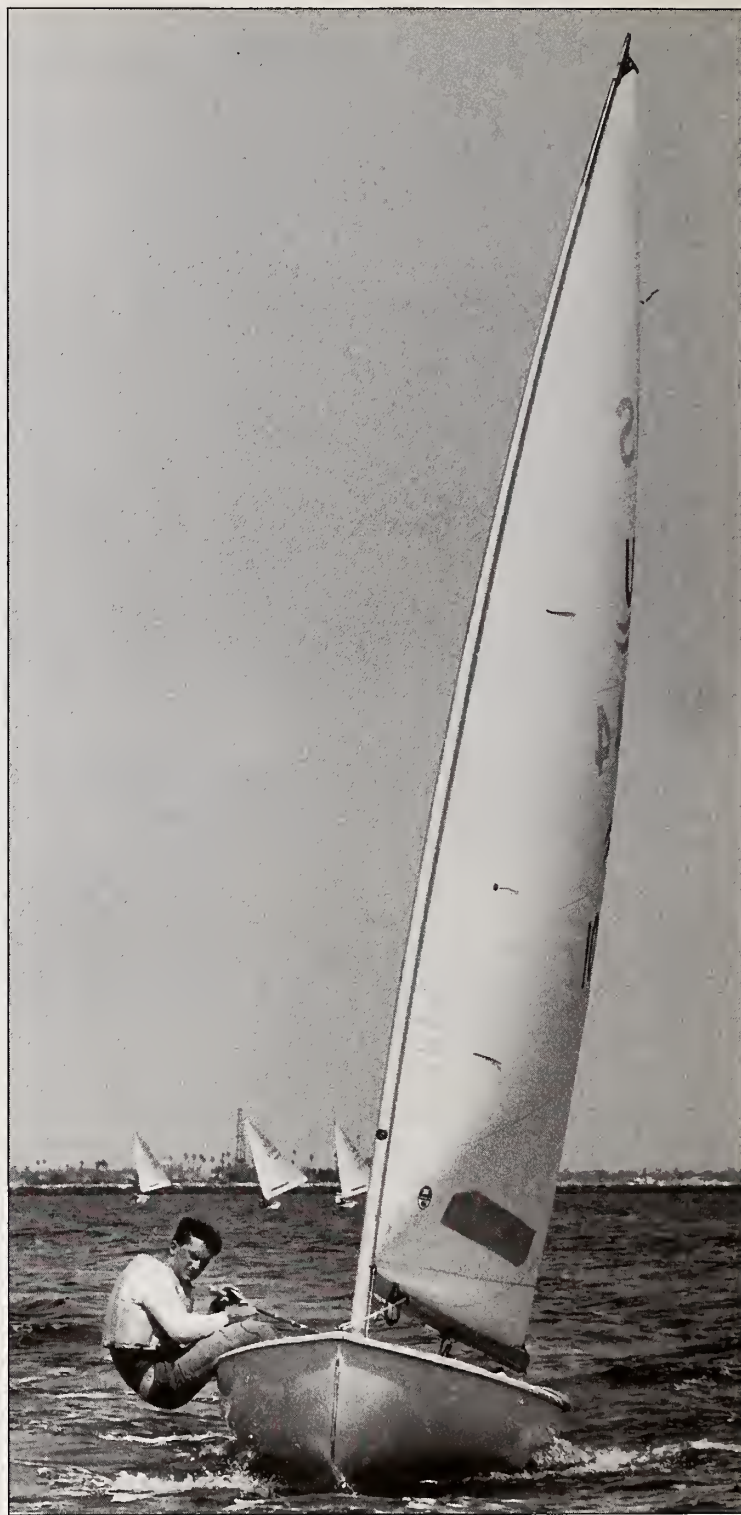
Story and photos by PH2 Michael Poche

As a boy growing up in Madison, Conn., Alexander C. Cutler would sail Long Island Sound with his father, developing a passion for the sea and the boats that grace it.

He participated in numerous sailing competitions as a youth, on weekends and during his summers off from

Middleton's Xavier High School. He did fairly well. But he never dreamed that he would win at the collegiate level, let alone take home a national sailing championship.

Today, Cutler's life is the sea and his dreams are reality. As an ensign and surface warfare officer aboard the



frigate USS Wadsworth (FFG 9) in Long Beach, Calif., Cutler is a member of the 1990 U.S. sailing team, with a goal to compete and win in the 1992 Olympics. He finished third out of a field of 50 at the 1988 Olympic Trials.

"It's the ultimate, it's the best you





**Left: ENS Cutler, 1989 Armed Forces Athlete of the Year, competes in an Olympic Class Regatta in Long Beach, Calif. Above: Cutler leads the pack on the way to victory.**

can do," said Cutler, the 1989 national *Finn*-class sailing champion, and the 1989 Armed Forces Athlete of the Year and Navy Male Athlete of the Year. "I just want to be the best at my sport, something I can tell my grandkids about."

Each country can only send its best competitor in *Finn*-class sailing to the Olympics. To represent the United States at Barcelona, Spain, in 1992, Cutler will have to crisscross the country and win a series of "qualifiers."

This year's schedule took him from Long Beach to the North American Championships in May to qualify for the 1990 Goodwill Games in Seattle. He also took part in the European sailing championships in June at the Hayling Island Club, in England, and in the World Championships in Porto Carras, Greece, in July.

According to Cutler, competing in *Finn*-class sailing on an international level requires it all: "You have the tactical ability, the finesse, the endurance and the brute strength." *Finn*-class sailboats, which are 14-feet long and weigh about 300 pounds, are among the most physically demanding in the sport to sail.

"Working on the ship, particularly up in the combat information center, is not too far off from what I do in sailing," Cutler said. "You really need the ability to grasp everything that's going on and perform several mental tasks at the same time."

Serving at sea interrupts training and puts Cutler at a disadvantage in respect to his civilian competition. But Cutler trains under way on *Wadsworth*, by lifting weights to "bulk up and gain weight," he said.

"In port I ride a bike, because it's the closest I can get to the aerobic activity and leg strength needed," he added. "But I haven't really gotten a training regimen down yet."

Cutler was recruited for sailing by the U.S. Naval Academy at Annapolis, Md. He won consecutive national single-handed sailing championships in 1986 and 1987 while compiling the best collegiate record in the history of *Finn* sailing. In 1988, Cutler graduated with a bachelor's degree in naval architecture.

"I sailed every day at the Naval Academy for four years," he said. "Right now I'm at the point where I don't need to practice that much — I just need to get tuned up."

For now, Cutler says his immediate goal is to win the qualifiers, with the long-range goal "to win the big title." His life-long philosophy on successful sailing is summed up this way: "You have to have the ability to think and work at the same time — always be thinking ahead." □

*Poche is a photojournalist assigned to the Navy Public Affairs Center, San Diego.*



# Leaving his mark

## *Gator sailor helped amphib Navy into next century with design planning of Wasp-class ships.*

Story by JO1 Dennis Everette

Each sailor in his or her own way affects the lives of other sailors. Suggestions and answers to problems voiced today enrich the lives of tomorrow's shipmates. Change comes slowly and usually long after the suggestor's transfer to a new command or to the retired lists.

One man, who has had an impact on the lives of many sailors, considers himself lucky to have been able to watch his ideas come to life. During his 34-year Navy career, CAPT Robert J. Ianucci was an active participant and influence in the modernization of the Navy/Marine Corps amphibious force.

Ianucci recently completed a tour as Chief of Staff for Commander, Amphibious Group 3 in San Diego.

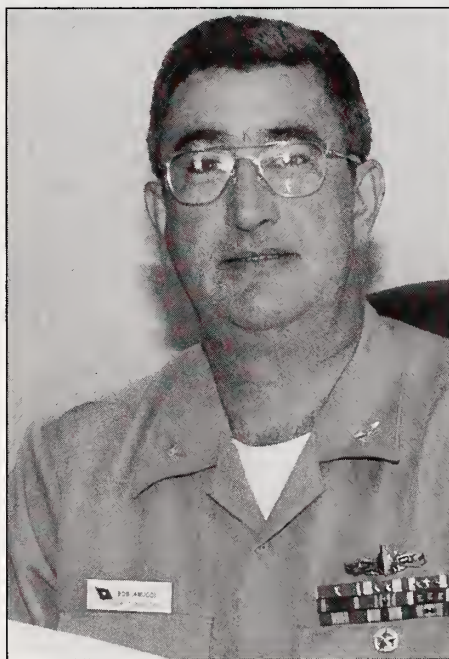
As the 1980s began, "the Navy was looking at increasing the amphibious lift of the Navy from a Marine Expeditionary Force to an MEF plus brigade," said Ianucci in his office at Commander Amphibious Group 3, in San Diego. "That's a significant increase."

At that time he was the commissioning executive officer on USS *Nassau* (LHA 4). His next assignment was Washington, D.C., on the Chief of Naval Operations staff.

"The first assignment I was given as Head of the Amphibious Ship Acquisition Branch," he recalled, "was a short notice requirement to build a new class of amphibious assault ship, the LHD." It was a class

that had originally been intended to replace the LPH class in the mid 1990s, but was being accelerated by five years in order to address the Navy's and Marine Corps' increased cargo, vehicle, aircraft and troop lift requirements.

"Since I was reporting fresh from



CAPT Robert J. Ianucci

my assignment as commissioning XO of *Nassau*, I had a lot of ideas on what the next generation of large amphibious ships should have in and on them," Ianucci said. The LHD 1 design incorporates several features that came from his personal experi-

ences onboard *Nassau*.

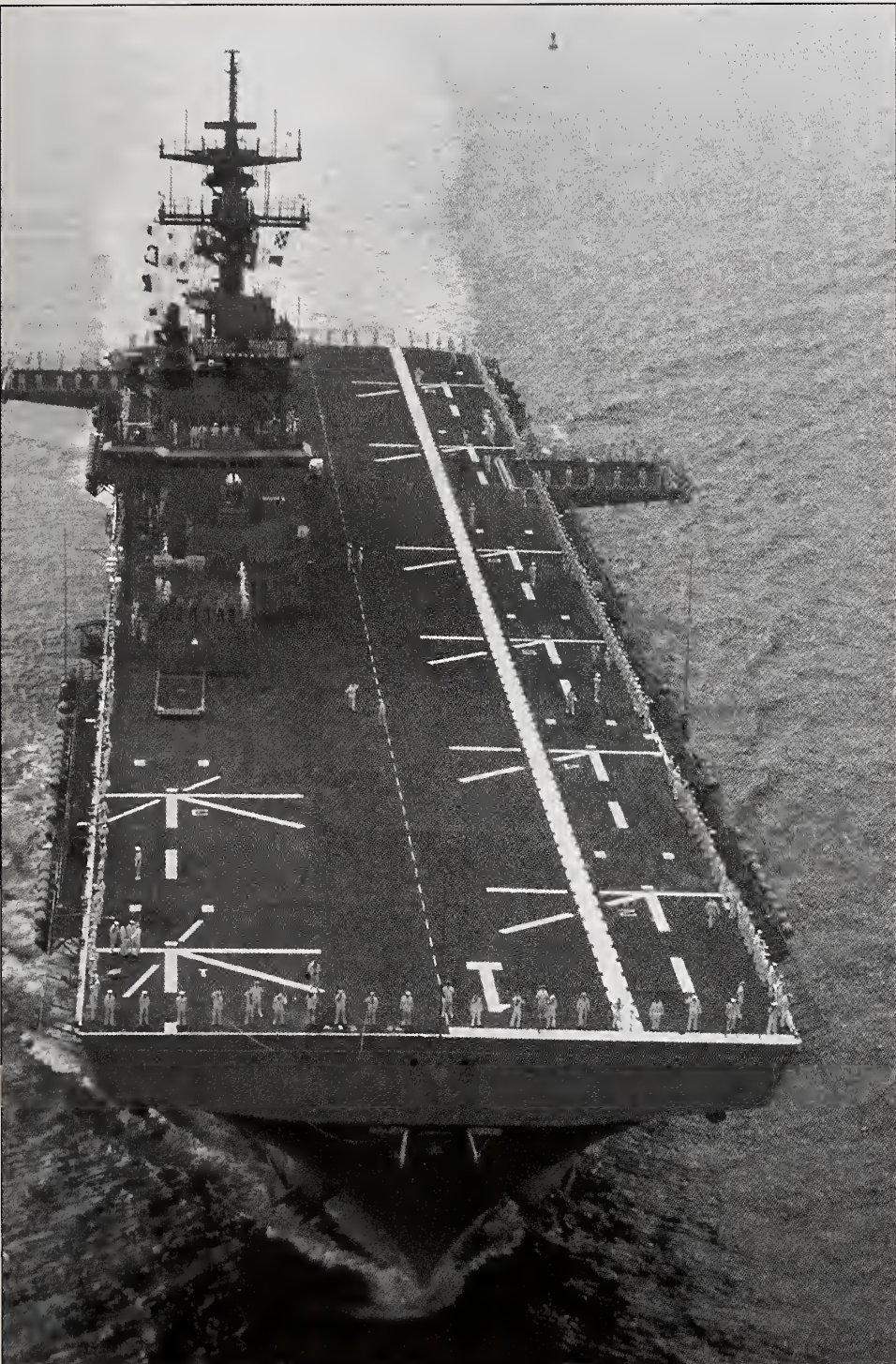
"The flight deck was one," said Ianucci. "The LHA has a mild steel flight deck, and with larger aircraft — *Harriers* and aircraft only on the drawing boards now — I felt there should be better armoring of the flight deck. I pushed specifically to have protection against chemical and biological warfare, ballistic protection built into the ship through additional bulkheads and passageways and I insisted that it have a state of the art command and control system to properly support the embarked amphibious task force commander."

Ianucci's suggestions were based on many years of experience in the "gator Navy." When he left the submarine force and entered the amphib force in 1974, "we were still doing the Vietnam and World War II type amphibious assaults," Ianucci said, "everything just off the beach."

"Over the time I've been involved, we have introduced the LCAC (Landing Craft Air Cushion) the *Whidbey Island* and *Wasp* ships as major factors in bringing the surface borne assault up to the same over-the-horizon capability we have from helicopter borne assault from the sea."

"When you're involved in these programs you wonder if you'll ever see them flourish," he said. The LCAC and *Whidbey Island* class are with the fleet now, USS *Wasp* (LHD 1) is commissioned and LHD 2 is nearing completion.





The newest ship of the "gator" Navy, USS *Wasp* (LHD 1), was commissioned July 29, 1989.

had the opportunity to experiment with ideas in the field to see what will or will not work in tactical situations.

The improvements and modernization of amphibious warfare to which Ianucci made significant contributions have ensured the Navy/Marine Corps team will be ready to respond in a low-intensity conflict.

"I think the amphibious force is the force of choice well into the future because of the potential for low intensity conflicts" he said.

"As the superpowers power down in the nuclear and strategic threat areas, the Third World countries still have the potential for starting conflicts and interfering with U.S. foreign policy," Ianucci continued. "Not on the same scale and with nuclear arms, but with conventional arms. Against these Third World countries, the ability to enforce foreign policy through a naval amphibious force — a small tailored force of Marines — from the sea becomes more and more important."

Considering the countless programs and improvements he's helped implement in the Navy, Ianucci appreciates the people most.

"If I've achieved anything in my career," he concluded, "it's been the ability to keep in touch with the personnel who work for and with me. To me that's been the biggest thrill of my career, to put together a crew, department or division to work together as a team and feel loyalty to the Navy, loyalty to their ship and come out as winners." □

U.S. Navy photo

Ianucci emphasized that the amphibious forces have been steadily improving their tactics in a world of changing requirements and increasingly sophisticated potential enemies.

As CO of the amphibious ships USS *Portland* (LSD 37) and USS *Shreveport* (LPD 12), an amphibious tactical squadron commander and as an amphib group chief of staff, Ianucci — working with others — has

Everette is a writer for *All Hands*.



# New challenges

---

## *Face of Navy MWR changing for the 1990s*

---

Story by Ed Pratt

Recycling efforts and an update on new initiatives for clubs topped the agenda at the Morale, Welfare and Recreation Conference held in San Diego last April.

The three-day conference drew more than 1,000 participants. They included people with a range of expertise: MWR directors, base commanding and executive officers, recreation and club professionals working at Navy installations worldwide, facility managers, child care employees

and more than 150 commercial vendors.

The conference is held every two years and coordinated by the Naval Military Personnel Command's MWR Division.

This year's keynote speaker, RADM Roberta L. Hazard, Director of NMPC's Pride, Professionalism and Personal Excellence Department, shared her perspectives on the realities of a smaller Navy and singled out the challenges facing Navy COs and

MWR managers in the 1990s.

"One of our greatest challenges," Hazard said, "will be to maintain our balance of resources for married sailors — and their families — and single sailors." Other major challenges that Hazard pointed out are a growing demand for after-school and youth oriented recreation, child care and clubs.

**Recycling is increasingly a source of funds for MWR programs.**



U.S. Navy photo



The key to meeting these challenges is two-fold, according to Hazard. First, the right allocation must be made of appropriated support to mission-sustaining and community support programs such as sports, fitness, youth and child care programs. Second, business activities such as bowling, golf and clubs must be profitable.

"Dollars will not exist for business activity programs that can't sustain themselves," cautioned Hazard. "The base MWR team, led by the CO, must look for ways to find new profit sources."

One promising new profit source is the Navy's Resource, Recovery and Recycling Program, operated by MWR departments. RRRP has grown dramatically since 1987.

The three top RRRP programs for 1988-89 were announced at the conference.

Navy Security Group Activity Northwest in Virginia received the RRRP award for small commands. The command was cited for its work with volunteers in an aluminum can collection program in on-base housing. The program recycles aluminum and paper collected basewide and includes curbside pickup in on-base housing areas. Its recycling profits increased from \$200 in FY88 (for cans only) to \$20,000 in FY89.

The recycling program at Naval Air Station Corpus Christi has the best program for medium commands. It brought in \$585,000 in FY89, a \$520,000 increase from the previous year.

Naval Station Charleston had the top program for large commands. It teamed up with the Alcoa Recycling Company to establish cardboard containers, plastic bag inserts, metal storage containers and a large enclosed trailer as collection sites for recyclable materials. In addition, an agreement between COs at NavSta Charleston and Naval Base Charleston credited to the MWR account all RRRP mate-

rials collected in the aftermath of Hurricane Hugo. Net profits for NavSta Charleston's RRRP in FY89 amounted to \$156,000. Dollars earned from this innovative recycling pro-



U.S. Navy photo

**Parcheezi's is a new concept in restaurant service for base clubs. Designed to appeal to both single members and families, the menu offers pizza, pasta, salads and sandwiches. Some locations are already under development.**

gram benefited sailors by making possible several special events, including a "Symphony Under the Stars," a concert by the country band Alabama and a Military Olympics.

The initiative and hard work of local commands combined with programs such as these successful recycling efforts will make it possible to meet the challenges of the 1990s.

"We are going to play to our strengths," Hazard told conferees. "Our COs are a strength that we can rely on. They are innovators with shrewd business minds who support the needs of sailors."

Other strengths include Navy "MWR directors, hard-charging and also dedicated to the needs of our sailors," she continued, and the fact that "we offer the best and most well-rounded recreation and club programs."

Club programs may already be well-rounded, but that isn't stopping MWR from looking for new ways to satisfy customers. Among the new concepts

for clubs previewed in one conference session was "Parcheezi's," a fast-service restaurant featuring fresh baked pizza, pasta, salads and sandwiches.

Parcheezi's is the first standardized food service concept developed by NMPC's Club Branch and will combine the quickness of a fast food restaurant with the ambience and comfort of mid-scale dining. A key component of Parcheezi's will be its take-out and delivery service.

Several Parcheezi's locations are already under development, including those at NAS Moffett Field, Calif., Naval Station Philadelphia and NavSta Mayport, Fla.

On the conference's final day, the Navy's new MWR marketing campaign — "Navy MWR: First for Fun" — was unveiled. A customer-service training program and image campaign rolled into one, the program got under way in June with a Navywide kickoff.

The concept behind the customer service training program is a simple one: customers appreciate good service. All MWR employees are required to complete the program.

One major goal of the image campaign is to show customers that MWR employees and facilities are "in tune" with the needs of the military family and offer a viable alternative to off-base activities. Another important goal is to stimulate customers to try new MWR services.

New initiatives such as recycling to raise money for MWR, new concepts in club services such as Parcheezi's and a greater emphasis on customer satisfaction is the hope for Morale, Welfare and Recreation programs in the 1990s.

"I am convinced that the key to success will be vision and flexibility," Hazard concluded. "Now is the time to look up and forward and to meet these oncoming challenges." □

*Pratt works in the Morale, Welfare and Recreation Division, Naval Military Personnel Command, Washington, D.C.*



# Balance is the Key

Story by JO1 Phil Eggman

Immaculate, intelligent and forceful best describe this Navyman of 21 years. CDR Julian Sabbatini sits behind his desk, his back straight, hands folded calmly in front of him. His hair, dark brown and peppered with gray on the sides, is also neatly combed and regulation cut. His uniform, olive drab with the Seabee logo, looks like it's just been whisked back from the cleaners. Neat, organized, 100 percent Navy regulation, Sabbatini just smiles.

"I have been accused of being a perfectionist, but I'm not really," he laughs, his eyes bright with exuberance.

The lean 6-foot-1 Naval Civil Engineer Corps officer faces a once-in-a-lifetime opportunity as commanding officer of Naval Mobile Construction Battalion 4, home-ported at Port Hueneme, Calif. Serving with the Seabees in a construction battalion, he said, is probably the only opportunity Civil Engineer Corps officers have to find out what they are made of militarily.

"Civil Engineer Corps Officers typically perform as managers who plan and execute programs or design, construct and maintain facilities," he said. "In the Seabees, however, the CEC officer deals with contingency construction in support of the U.S. Navy and Marine Corps units around the world. He must be a military leader, able to motivate his men to carry out the Seabees' mission with pride and dedication.

"The Seabees are a very capable group of people, and there is nothing that they cannot do," he said with con-

viction. "Like the old saying goes, 'the difficult we can do immediately — the impossible takes a little longer.'"

Since receiving his commission in the Navy back in 1969, he feels his time with the Navy has been well spent. From Little Creek, Va., to the Republic of Vietnam, Sabbatini has served in just about every type of duty a Civil Engineer Corps officer can have, but it's duty with the Seabees that tends to be demanding, if not outright difficult.

"We are in a 14-month cycle, meaning we only have so much time to meet our tasking," he said. "In a shore command, you have more time to get the job done — deadlines are more forgiving. However, if we do not finish a project on deployment, we will never get that opportunity again — our time is up. That is why working with the Seabee organization is so challenging and rewarding, because it is a true test of our abilities to get the job done right and on time.

"I challenge my people, and most of the time they exceed my expectations," Sabbatini said.

To Julian Sabbatini, "balance" is the key to success, and since assuming command of NMCB 4 back in July 1988, "balanced excellence" has been the goal he has set for himself and his Seabees.

"It just means knowing where to put emphasis, where to de-emphasize ... making sure every aspect of this command gets the appropriate attention," he said.

"Working for him, you make sure you do your jobs well," says Chief Boatswain's Mate Eugene H. Kolar, chief master-at-arms for the battalion. "It's good to work for someone when you know where he is coming from, what he wants and where you stand."

"The command master chief tells the new troops, 'The boss is hard, but the boss is fair,'" Sabbatini said. "This accurately describes what I think. I push people to achieve an excellent standard for themselves, but I know what they can and cannot do. I look for areas that need work and what needs to be left alone, and I try to give each individual and aspect of this command proper attention."

He added, "This is 'balanced excellence.'" □

*Eggman is a photojournalist formerly assigned to Naval Mobile Construction Battalion 4, Port Hueneme, Calif. He is now an instructor at the Defense Information School, Fort Benjamin Harrison, Ind.*



Photo by PH2 M.C. Thurston

CDR Julian Sabbatini



# Bearings

## 'Mighty Mo' provides care to needy in Mexico

USS *Missouri* (BB 63) sailors know when it's time for sharing, giving and a time for love. Some of the impoverished people of the Mexican resort area in Mazatlan now know that too, thanks to "Mighty Mo" sailors' help.

Most people who have heard of Mazatlan, Mexico, think of fun in the sun and the resort area, but living in nearby barrios there are hundreds of poor people desperately crying out for help. *Missouri* answered that call during a port visit and responded with help for many in need.

Under the ship's Medical Assistance Program, the dental department provided more than 90 free

kits, plastic mouth mirrors and flouride rinses. The children also got balloons, which sent them all on their way with huge smiles.

The battleship's medical team examined and treated 400 disadvantaged Mexican nationals for everything from strep throat to bronchitis and ear infections. The medicines they brought with them were a godsend for those in need of polio, diphtheria, pertussis and tetanus vaccinations. Some, however, had to be referred to specialists in Mexico City because of serious medical conditions such as heart disease, cancer and liver problems.

"I wish we could have done more," said Hospital Corpsman 3rd Class Tony Lopez. "We didn't have the facilities to use X-ray equipment or diagnose blood samples. Overall, though, it was great helping those people."

All the people who were helped also think it was something special that the sailors came to assist.

"In Mexican culture a visit to the doctor is something special," said the senior medical officer, CDR (Dr.) Michael Logue. "They appreciated the fact that we had volunteered our time. They couldn't afford to give us anything in return, so what we usually got was a big hug."

"I think it's good — no, *great* — that doctors and dentists would come out to help these kids," said Hector Beniche, a Mexican student who was asked to help translate for *Missouri*'s visiting dental team. "No one else does. No one else cares. They are the forgotten ones. I think the Navy notices them because you [U.S. Navy sailors] travel around the world so much and see different people, rich and poor. And when you can help it's great."

About 10 pallets of *Project Hand-*

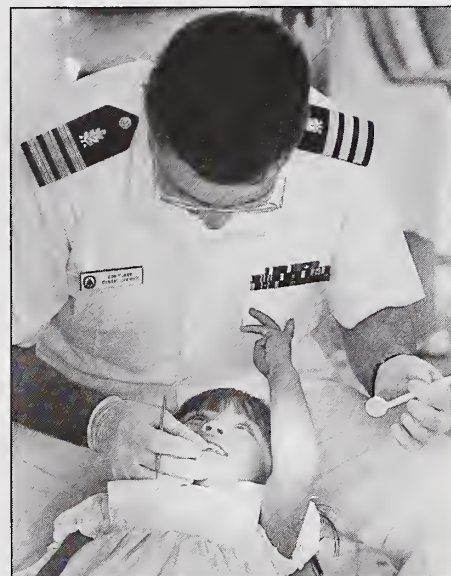


Photo by PH1 Terry Cosgrove

**A youngster shows her age by holding up three fingers for Dr. Jack Yorty prior to an oral exam.**

*clasp* materials, including toys, food and clothing, were also distributed to various locations in the area by *Missouri* sailors and Marines. Orphanage and senior citizen home residents were the major recipients of the goods, but in most cases, a simple hello or a smile would have sufficed to bring joy. The community relations project also included a general sprucing up to include painting the walls, trimming the shrubs and performing minor wiring repair.

"The thing that struck me the most was the hunger of the children to just have a companion for awhile," said Boiler Technician 2nd Class Tim Garcia. "Being used as a translator made me remember my own Spanish heritage. It was a great experience to take back home to my own family." ■

—Story by JO2 Scott Thornbloom and JO3 Lee Campbell, Public Affairs Office, USS *Missouri* (BB 63).



Photo by PH3 Brad Dillon

**Orphans share a special moment and a smile with a *Missouri* sailor.**

dental exams to Mexican orphans for two days straight, working until the sun went down each day. The traveling dental clinic was set up at Hogar San Pablo Boys' Orphanage and Cuidad de Los Ninos Orphanage where the children received toothbrush



# Bearings

## Fox volunteers biceps for Berkeley

Crew members of the guided missile cruiser USS *Fox* (CG 33) broke out jackhammers, shovels and pick-axes to help clean up and restore an old residence in the San Francisco Bay area.

The volunteer sailors put their backs into removing a stubborn hedge and replaced it with a small garden in front of the Berkeley Alzheimer's Family Respite Center. They also patched and painted the plaster walls, installed shelving and laid a brick walkway behind the house during their brief Bay area visit.

The center is supported by public funding and private donations, with



Chaplain Wyzykowski digs out a resistant bush.

little collected from the patients themselves, who receive day care and companionship while suffering from Alzheimer's disease. Alzheimer's is an incurable, progressive neurological disorder that affects an estimated 2.5 million elderly Americans.

The work project, nicknamed "Biceps for Berkeley," was the brainchild of CAPT Ray Addicott, the ship's commanding officer, whose wife Barbara is a board member at the center.

"It was a wonderful opportunity for the great ship *Fox* to help out in this extremely worthy cause," said Addicott.

The project coordinator and ship's chaplain, LT Bill Wyzykowski, summed up the ship's total effort when he said, "*Fox* sailors have hearts of gold. Whenever they catch wind of a project to help others, they are waiting in line to volunteer." ■

—Story and photo by LT Thomas A. Blitch, Public Affairs Officer, USS *Fox* (CG 33).

## Navy medicine has *Helping Hands*

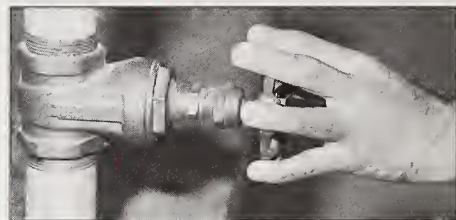
In today's world of computerized high technology, there are still some areas which require a "hands on" approach and plain hard work to accomplish a given task.

A Naval Hospital Portsmouth clinic has turned to the old-fashioned way of doing things to rehabilitate

sailors after injuries and return them to full duty. CDR Robert C. Zila, Head of the Occupational Therapy Department, developed a unique rehabilitation device out of old shipboard devices and tools and unofficially christened it USS *Helping Hands*.

"We were finding that although our tests and measurements indicated that the patient was ready to return to duty, the patient was not 'ready' in a practical sense, to assume all duties of his rating," said Zila, identifying the problem he was confronted with three years ago. Zila started with pieces of lumber, a ship's ladder, a few valves and a hatch cover, to use in a hands-on approach to job-related therapy.

The "ship" helps rehabilitate more than 300 patients a month by having them actually use a pipe wrench or open a valve over their heads, climb a ship's ladder or loosen the stops on a

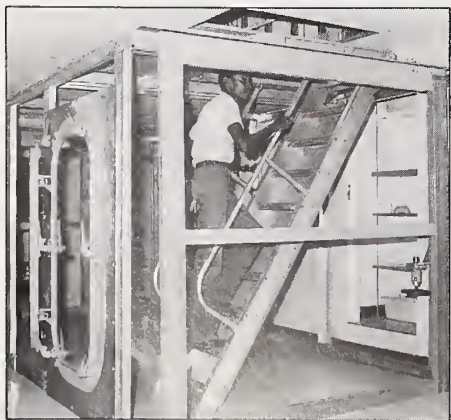


Turning valves is therapeutic for hand injuries.

watertight hatch cover. Patients have achieved improved range of motion, strength and sensation through these graduated activities and are able to return to full duty upon completion of therapy.

Portsmouth's 128-square foot "ship" is the Navy's first work-hardening, job-related form of therapy and although it will never sail, it will help other ships stay under way by giving patients a helping hand on the road to recovery. ■

—Story by JO1 Bill Koppinger, Public Affairs Office, Naval Hospital Portsmouth, Va.



The mock ship USS *Helping Hands* gets patients ready for full duty through therapy.

Photo by HM3 William Dobbins

Photo by JO1 Bill Koppinger



# News Bights

**P**rices at Navy Exchanges around the world may change after the results of price comparison surveys on 264 products are tallied.

The monthly surveys, which followed NEX price discussions during the September 1989 Master Chief's symposium, are designed to ensure Navy customers receive the greatest savings, according to Michael Delano, assistant director of NEX operations merchandising division. The Navy Resale and Services Support Office has recently come under fire from a congressman who claims that sailors in the San Diego area pay more for goods at an NEX than they would at a local retail store.

"Price surveys are conducted in eight market areas, usually major port areas where the Navy operates, to ensure that the items being compared are those that a majority of Navy customers buy," said RADM H.D. Weatherson, head of the Navy Resale System. "The annual review of prices throughout the country provides a consistency in savings for the Navy family."

\* \* \*

**L**CDR Darlene Marie Iskra has received orders to command USS *Opportune* (ARS 41), the first woman to be assigned as CO of a ship. Iskra will take command of *Opportune*, which is home ported at Naval Amphibious Base Little Creek, Va., in January 1991.

Currently, Iskra is XO of USS *Hoist* (ARS 40).

\* \* \*

**C**onvicted for stealing nearly \$250,000 from the tank landing ship USS *Tuscaloosa* (LST 1187), a Navy disbursing officer was sentenced in June to two years in prison and fined \$117,000 — the amount of money unaccounted for at the time of his arrest.

LTJG Bradley S. Darr was also ordered dismissed from naval service after serving his sentence, a penalty equivalent to the dishonorable discharge of an enlisted sailor.

Darr was apprehended by Naval Investigative Service agents after being spotted by an agent in a Norfolk restaurant Christmas night last year. The 31-year-old had been listed as a deserter Sept. 22, 1989, after failing to report to his new duty station in Sigonella, Italy, following his transfer from the San Diego-based *Tuscaloosa*. NIS agents discovered the missing funds after Darr's disappearance.

**F**inal acceptance sea trials began recently for the Soviet Union's newest aircraft carrier, *Tbilisi*, according to Soviet press reports. The ship is expected to join the Soviet Northern Fleet soon.

The 65,000-ton *Tbilisi*, capable of operating modern Soviet high-performance fighters, will join the two other Northern Fleet carriers, *Kiev* and *Baku*, at the fleet's home port in the Kola Peninsula area.

In other developments, the Soviet navy currently has more combatant ships operating in the Mediterranean Sea than at any time since June 1989. The Soviet Mediterranean Squadron's ships outnumber U.S. naval forces in the area, according to Navy officials.

\* \* \*

**P**resident George Bush posthumously awarded the Navy and Marine Corps Medal to LCDR A. Pope Gordon, who died in a fire aboard USS *Conyngham* (DDG 17) May 8. The blaze occurred during routine operations off the Virginia coast. Gordon died while helping direct sleeping shipmates out of the ship's burning superstructure.

A fund has been established for Gordon's wife and three children. Donations may be sent to: LCDR Pope Gordon Memorial Fund, P.O. Box 55093, Norfolk, Va. 23505.

\* \* \*

**S**moking on Navy passenger aircraft is now prohibited on flights lasting six hours or less within the continental United States, and to and from Alaska, Hawaii, Puerto Rico and the Virgin Islands.

Announced by Secretary of the Navy H. Lawrence Garrett III, the no-smoking ban follows examples set by the Department of Transportation and Federal Aviation Administration.

\* \* \*

**T**he seventh of 14 planned *Avenger*-class state-of-the-art mine countermeasures ships has been launched at the Marinette Marine Corporation's construction facility in Wisconsin.

*Patriot* (MCM 7), a 1,300 ton wooden ship, was built by hand. It is equipped with the latest combat systems equipment to enable her crew of 81 to search and destroy mines while operating independently anywhere in the world. □



# Mail Buoy

## PCS information

The article on PCS information, Page 2, of the February 1990 issue, states that service members who have processed permanent change of station orders on or after Oct. 24, 1989, and have been denied or have not used the proceed time authorized by their transferring command, cannot be issued proceed time by the receiving command, etc.

Note that NavOp 131/89 and NavMil-Pers Manual Article 1810300(7) states that members who have been denied proper entitlement to proceed time by transferring command may have proper entitlement reflected on reporting endorsement by receiving command.

—P.M. Beal  
PerSuppDet, Portsmouth, N.H.

## Safety

The photo on Page 35 of the May 1990 issue is bothersome. Where are the safety glasses for the man with the sledge hammer? Why is the man swinging a sledge at a moused (tied shut) pelican hook? And, do these two discrepancies void the cutline of "proper safety precautions during Special Sea and Anchor Detail could mean the difference between life and death if proper safety rules aren't observed?"

— J01 James E. Sackey  
NMCB 3 PAO  
San Francisco, Calif.

In reference to your article "Safety at sea" in the May 1990 issue, I'd like to draw your attention to the picture on Page 35 showing two seamen standing by the stopper at anchor detail. The caption reads, "Proper safety precautions during Special Sea and Anchor Detail could mean the difference between life and death if proper safety rules aren't observed."

It was very apparent to me as I looked at the picture that proper safety precautions were not being executed. The seamen pictured are not wearing safety goggles or hearing protection. Another observance of mine is that the seaman on the right is holding the line in his hand, which is attached to the other seaman's harness. Knowing the force of an anchor chain running through the hawsepipe, I am sure

that the seaman is not going to hold his buddy, and most likely would join him in the drink. That line should be tied off.

Since most people only look at the pictures in your magazine, why not print pictures with the proper procedures and techniques noted. This would save a lot of arguments over proper procedures with SN Funorky on the forecastle. If you're going to write such a good article, why ruin it with an improper picture?

— BM2(SW) Calvin Faux  
POIC anchor detail  
USS *Durham* (LKA 114)

• *Several letters we received take exception to safety procedures in photos in the May issue. All Hands makes every effort to show Navy people doing things the right way. Letters like yours that question proper procedure show the ease with which safety can be overlooked in the operating environment. We intend to continue to show the Navy as it is and welcome this sort of feedback. It helps to keep all of us on our toes.* — ed.

## Wrong number

A son-in-law of mine gave me a copy of the April 1990 issue of *All Hands*. The story on Pages 36 through 39 was of great interest to me, as I was a crew member on USS *Cabot* during World War II. USS *Cabot* (CVL 28) is the correct number of *Cabot*, not CVL 27 as was printed. Please print the correction in your magazine.

Whoever researched the ship's names and numbers must have been in a hurry. There were nine CVLs numbered from 22 to 30. The USS *Cabot* (CVL 28) is the only survivor of the group. The ship is in New Orleans, La. It is now USS *Cabot/Dedalo* Museum Foundation.

Thank you for the story, which was touching to a lot of us as well as the families of those three heroes.

— Walter S. Palmer, Jr. (retired)  
Member, USS *Cabot* Association  
Kailua, Hawaii

• *You're right, of course — Cabot is CVL 28. The writer got an incorrect hull number from the usually dependable Jane's Fighting Ships, 1946-47, which had a misprint. I have also sent you a copy of*

*the July issue of All Hands with our story about the USS Cabot-Dedalo Museum Foundation.* — ed.

## COD waiting

Your article on the COD in the March 1990 issue of *All Hands* was most interesting and brought back some memories. I was never fortunate [enough] to take such a trip, however, but was a Navy Civil Service firefighter for 15 years, and during that time had several occasions to respond to COD emergencies.

The main purpose for my writing is the question created in my mind by the caption under the photo of souls on board. The photo clearly shows several individuals not wearing a cranial, yet the caption states all passengers will wear cranials and life vests.

Also, was the aircraft readied for take-off or were individuals just posing for the photo?

— R. Vallarreal  
Occupational Safety & Health Manager

• *At the time the photo was taken, plane and passengers were still being prepared for take-off. It was not yet necessary for passengers to have on their full protective gear. The photo was not staged.* — ed.

## Apprentice training

I would like to take this opportunity to commend *All Hands* for the fine article on apprentice training schools, titled "Hit the deck running" in the May 1990 issue.

The article points out that there is a lot more to apprentice training schools than most "A" school graduates make it out to be. I am a graduate of seaman apprentice training. I graduated with top honors from my school in December 1983, which earned me advancement to E-2.

When I went to my first duty station, I felt that I had a much better understanding of the day-to-day evolutions of shipboard life than my shipmates who had attended "A" school. Apprentice training also gave me the opportunity to look around at the other rates and decide which one would be right for me instead of choosing an "A" school and then finding out that what I chose was really not for me. I ended up choosing to become a signal-



## Improper masks

As a Safety and Occupational Health Manager, I was greatly disappointed after observing the type and condition of the respirators worn by the two USS *Iowa* boiler technicians on the cover of your May 1990 issue.

One would think that following the tragic explosion and accompanying repeated safety inspections, assist visits and walk-throughs, that safety awareness of the crew would be at a peak. How then, could the LPO and divisional safety officer allow their shipmates to wear blatantly inappropriate respirators?

Blue disposable surgical masks have never been allowed nor approved for use outside the sickbay, as this mask is ineffective in filtering dust particles created by chipping or grinding. Crew members using these masks operate with a "false sense of security." Believing that the mask is helping prevent sickness, they continue to chip and grind away on a daily basis and inhale the contaminated air.

For years, the Navy's Occupational

Safety and Health community has repeatedly informed ship and shore commands about the importance and need for an effective respiratory protection program, yet we continue to see violations such as these.

I would hope that *Iowa's* safety officer: (1) reviews respirator program requirements contained in chapter 15 of OpNavInst 5100.23B, (2) procures proper dust/mist respirators, (3) schedules respirator refresher training for the BT Division and (4) returns all the surgical masks to sickbay where they belong. The health of your shipmates is depending on you.

— Kip Johnson  
Safety Manager  
Naval Medical Research and  
Development Command  
Bethesda, Md.

• *The sailors depicted on the May cover of All Hands had been working earlier in the day in the boiler firebox, wearing high efficiency respirators manufactured by 3-M. At the time the photo was*

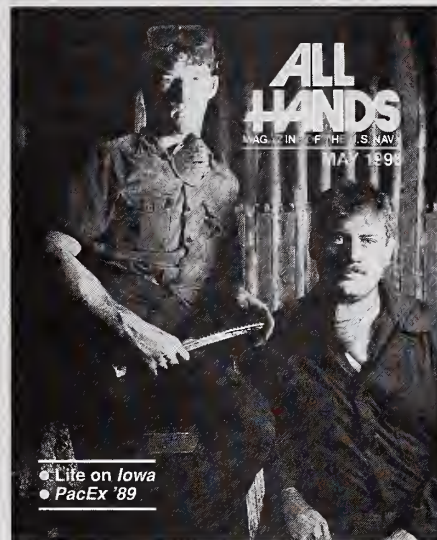


Photo by PH2(SW) Robert A. Sabo

*set up, they were on a sweeping detail and had, on their own, provided the masks in question to cut down the dust. The boiler was used for a more interesting backdrop and regrettably, an innocent but splendid photo session carried with it the wrong photo caption. — ed.*

man. I went to the signal bridge, studied hard and advanced as rapidly as I could.

Seaman apprentice training benefitted me in many ways: When I studied for my ESWS, I had an easier time with all the deck evolutions because I had attended apprentice training and recalled everything that was taught to me in the school. In June 1989, I put on my first class crow.

I personally feel that everything I have, I owe to my apprentice training instructor SM1 Martinez. Apprentice training schools are very beneficial to the Navy, and if I had it do it all over, I would still choose the route of apprentice training. Well done!

— SM1(SW) Jon F. Hurtado  
NAS Point Mugu, Calif.

## Who's first?

Having just read your May 1990 edition of *All Hands*, I must compliment you and your staff on your ability to present well written stories blending current events and naval history.

When covering such a wide spectrum as naval history, one can expect an occa-

sional slip, as was the case in May's story on "Flight training history." Seven months ago I would not have questioned that Pensacola, Fla., was the Navy's first air station. However, since reporting to Naval Station Annapolis, I have learned that, although officially commissioned in May 1947, our history can and has been traced back to 1851.

In his "History of Naval Station Annapolis, MD," (1968), which was compiled from annual command histories, YN2 D.P. Nye, states, "Naval Air Station Annapolis, during its brief existence as the first Naval Air Station.... The first Aviation Board was appointed in October 1910. Its first official duty was to visit the Baltimore Aviation Meeting in November of 1910. By May 1911, the Aviation Board had moved departmental red tape to the extent that acting Secretary of the Navy, Beekman Winthrop, signed the requisition for the first naval aircraft. The final move was the designation of the first naval air station. In June 1911, the order went forth authorizing an aerodrome to be built on Green Bury Point, Annapolis, adjacent to the Naval Academy.... After the arrival

and assembly of the new 32.5 horsepower Wright Bi-plane on Sept. 6, 1911, the aviation camp established complete operating facilities....

"By December 1911, ice conditions in the Chesapeake Bay resulted in the transfer of the aviation personnel and planes to the San Diego area for the winter. By May 1912, Naval Air Station, Annapolis was back in commission, but after two successful years, 1911 to 1913, the Naval Air Station at Annapolis, the birthplace of naval aviation, was transferred to Naval Air Station, Pensacola, Fla...."

Although this may be a matter of semantics, i.e. air station, aerodrome, aviation camp, etc., I found it interesting and think many of our shipmates would too.

— RMCM(SW) J.H. Simpson  
Command Master Chief  
Naval Station Annapolis, Md.

*All Hands appreciates receiving reader's comments and questions. Write to: Navy Internal Relations Activity, All Hands Editor, 601 N. Fairfax Street, Suite 230, Alexandria, Va. 22314-2007. — ed.*



# Reunions

- **USS Simon Bolivar (SSBN 641)** — Reunion Aug. 31, Charleston, S.C. Contact Commanding Officer **USS Simon Bolivar (SSBN 641)**(Blue), Bldg. 646A, Naval Station, Charleston, S.C. 29408.
- **USS Albany (CA 123/CG 10)** — Reunion Aug. 30 - Sept. 2, Albany, N.Y. Contact Hilton Dana, 3700 S. Banana River Blvd. 3507, Coco Beach, Fla. 32931.
- **USS A.B.S.D.2** — Reunion Sept. 22-23, Wisconsin Dells, Wis. Contact Harry Kovolchuk, 124 Bellmawr Dr., McKees Rocks, Pa. 15136.
- **Guadalcanal Campaign Veterans** — Reunion Oct. 4-6, Fayetteville, N.C. Contact Don Peltier, 6726 Buckhorn St., Portage, Mich. 49002; telephone (616) 327-8383.
- **25th Construction Battalion (World War II)** — Reunion Oct. 3-7, Beaverton, Ore. Contact Alfred Don, 6204 Vicksburg Drive, Pensacola, Fla. 32503-7556; telephone (904) 476-4113.
- **USS Dunlap (DD 384)** — Reunion Oct. 3-7, San Diego. Contact Cary Wright, 242 East J St., Chula Vista, Calif. 92010; telephone (619) 426-7268.
- **USS Hammann (DD 412) and USS Gansevoort (DD 608)** — Reunion Oct. 4-7, Canton, Ohio. Contact Clyde Conner, Rte. 1, Box 1, Grafton, W.Va. 26354; telephone (304) 265-3933.
- **USS Regulus (AF 57)** — Reunion Oct. 4-7, San Antonio, Texas. Contact Joel Collins, Rte. 5 Box 813-E, Canyon Lake, Texas 78133; telephone (512) 899-3985.
- **USS Van Valkenburgh** — Reunion Oct. 4-6, Fall River, Mass. Contact Charles Bruver, 7 Francis St., Newport, R.I. 02840; telephone (401) 847-0342.
- **VSD 1-14, VS 51, VS 66** — Reunion Oct. 4-6, San Antonio, Texas. Contact J.H. Robinson, 5072 Polaris St., Jacksonville, Fla. 32205; telephone (904) 786-8853.
- **USS William C. Lawe (DD 763)** — Reunion Oct. 5-7, Baton Rouge, La. Contact Owen Turner, 14 Gordon Terrace, Newton, Maine 02158; telephone (617) 969-8328.
- **USS Hesperia (AKS 13)** — Reunion Oct. 5-7, St. Petersburg, Fla. Contact Harold Curry, 1300 62nd Terrace South, St. Petersburg, Fla. 33705; telephone (813) 867-4530.
- **USS Lloyd Thomas (DD 764)** — Reunion Oct. 5-7, Newport, R.I. Contact Al Liftman, 102 Crabapple Rd., Trumbull, Conn. 06611; telephone (203) 261-4808.
- **USS Montpelier (CL 57)** — Reunion Oct. 6, Myrtle Beach, S.C. Contact George Scully, 745 Thomas St., Elizabeth, N.J. 07202; telephone (201) 355-0877.

- **NAS Jacksonville** — Reunion Oct. 6-15, Jacksonville, Fla. Contact LT Steve Puyau, Box 2, NAS Jacksonville, Fla. 32212; telephone (904) 772-2851.
- **NAS New York** — Reunion Oct. 7-11, Las Vegas, Nev. Contact G. Giacalone, P.O. Box 7687, Redlands, Calif. 92375-0687.
- **USS Rocky Mount (AGC 3)** — Reunion Oct. 7-11, Long Beach, Calif. Contact John Vreeland, 3710 Armstrong St., San Diego, Calif. 92111; telephone (619) 277-0689.
- **Seabees 508 CBMU (later B Co. 85th NCB)** — Reunion Oct. 8-10, Las Vegas, Nev. Contact Will Allen, 5513 Eastern Ave., Las Vegas, Nev. 89119; telephone (702) 736-3601.
- **LST 395 and Flot-5** — Reunion Oct. 9-13, Norfolk. Contact Frank Gaeta, P.O. Box 196, Tahuya, Wash. 98588.
- **USS Thatcher (DD 514)** — Reunion Oct. 10-13, Pensacola, Fla. Contact Bob Hartley, 288 Roxalana Hills Drive, Dunbar, W.Va. 25064 (304) 766-7497.
- **USS James C. Owens (DD 776)** — Reunion Oct. 10-14. Contact Lee Warren, Box 660, Leeds, Utah 84746; telephone (801) 879-2428.
- **USS Miami (CL 89)** — Reunion Oct. 12-14, Norfolk. Contact Betty Duff, 2200 Ocean Pines, Berlin, Md. 21811.
- **USS LSM (500)** — Reunion Oct. 10-14, Orlando, Fla. Contact Andrew Hansen, 675 South 24th Ave., Blair, Neb. 68008; telephone (402) 426-5182.
- **USS Henry A. Wiley (DM 29)** — Reunion Oct. 11-14, Charleston, S.C. Contact W.A. Zinzow, 2277 Minneola Rd., Clearwater, Fla. 34624; telephone (813) 799-2931.
- **USS Euryale (AS 22) World War II** — Reunion Oct. 11-14 or 14-18, St. Louis, Mo. Contact Charles Vizthum, 9831 Tomahawk Tr., Coldwater, Mich. 49036; telephone (517) 238-4962.
- **USS American Legion (APA 17) World War II** — Reunion Oct. 11-13, North Miami Beach, Fla. Contact John Zuella, 268 Scott Rd. #9, Waterbury, Conn. 06705; telephone (203) 757-0478.
- **USS Boxer, CV/CVA/CVS 21 and LPH 4** — Reunion Oct. 11-14, Pensacola, Fla. Contact Paul Lane, 1116 Sherwood Forest Drive, Birmingham, Ala. 35235; telephone (205) 833-5054.
- **USS Leyte (CV 32/CVA 32/CVS 32/AUT 32) and air wings 1946-59** — Reunion Oct. 11-13, Scottsdale, Ariz. Contact Clarkson Farnsworth, 615 Sanders Ave., Scotia, N.Y. 12302; telephone (518) 346-5240.
- **World War II Marine Bomber Squadron**

- VMB (413)** — Reunion Oct. 11-14, Norfolk. Contact Tommy Thomas, P.O. Box 490, Panama City, Fla. 32402.
- **USS Mansfield (DD 728)** — Reunion Oct. 11-14, Charleston, S.C. Contact Robert Schools, 3955 Monza Drive, Richmond, Va. 23234; telephone (804) 271-1551.
- **USS Morris (DD 417)** — Reunion Oct. 11-14, Lexington, Ky. Contact Tom Traweck, Suite 1003, 100 E. Ocean View Ave., Norfolk, Va. 23503; telephone (804) 480-6647.
- **USS Saint Paul (CA 73)** — Reunion Oct. 16-19, San Antonio, Texas. Point of contact: J.D. Guarneri, 189 Hilldale Drive, Nederland, Texas 77627; telephone (409) 722-8807.
- **111th Tactical Reconnaissance Squadron World War II** — Reunion Oct. 17-21, Dallas, Texas. Contact Garland Hendricks, 7201 Claybrook Drive, Dallas, Texas 75231; telephone (214) 348-2779.
- **Korean War Veterans** — Reunion Oct. 18-21, Phoenix, Ariz. Contact Jim Bork, 3301 W. Encanto, Phoenix, Ariz. 85009; telephone (602) 272-2418.
- **5th and 14th Defense Battalions and 3rd Barrage Balloon Squadron World War II** — Reunion Oct. 18-20, Wilmington, N.C. Contact Hiram Quillin, 218 Spring Valley Ct., Huntsville, Ala. 35802; telephone (205) 881-6875.
- **LSTs 1027 and 569** — Reunion Oct. 18-21, San Diego. Contact Nat Collura, 437 North Mac Questen Parkway, Mt. Vernon, N.Y. 10552-2608.
- **USS Saginaw Bay (CVE 82), Composite Squadrons VC 78 and 88** — Reunion Oct. 19-21. Charleston, S.C. Contact Earl Homman, 4220 Old Mill Rd., Lancaster, Ohio 43130; telephone (614) 654-1651.
- **USS Hovey (DMS 11 X DD 208)** — Reunion Oct. 24-28, San Diego. Contact Dusty Hortman, 2827 Monarch St., San Diego, Calif. 92123; telephone (619) 278-0965.
- **USS Selfridge (DD 357)** — Reunion Oct. 25-28, Pensacola, Fla. Contact Clifford Chambers, 551 East Jefferson Ave., Lake Charles, La. 70605; telephone (318) 477-1567.
- **World War II Marine/Navy Paratroopers** — Reunion Oct. 25-28, San Diego. Contact Col. D.E. Severance, P.O. Box 1972, La Jolla, Calif. 92038.
- **VP 24/VA(HM) 13/VPHL 4/VPB 104 "Batman"** — Reunion in October at Patuxent River, Md. Contact J.L. Burke, 106 Red Oak Rd., Lexington Park, Md. 20653.



# ALL HANDS Photo Contest

The *All Hands* Photo Contest is open to all active duty, Reserve and civilian Navy personnel in two categories: professional and amateur. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

**All entries must be Navy-related.** For example, photos of operations, Navy families, recreation and athletics are all acceptable. Photos need not be taken in the calendar year of the contest.

**Professional competition** includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

**Amateurs** may enter single-image color print or color transparencies only.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views.

Minimum size for each single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three, black 11-inch by 14-inch mount boards taped together, excluding photo stories entered as transparencies.

Please use the entry form below and include the title of the photograph and complete outline information on a separate piece of paper taped to the back of the photo or slide mount.

Certificates will be awarded to 1st, 2nd and 3rd place winners in each of the four groups. Ten honorable mentions will also be awarded certificates. Winning photographs will be featured in *All Hands* magazine.

Entries will not be returned to the photographer.

For more information about the *All Hands* Photo Contest, contact PH1(AC) Scott M. Allen or JOCS Robin Barnette at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

**ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1990.**

For each entry, please indicate in which category and group you are entering the photograph. Attach a completed copy of this form to your entry.

## Single-image feature

- ☐ Black-and-white print
- ☐ Color print or transparencies (prof.)
- ☐ Color print or transparencies (amateur)

## Photo story

- ☐ Black-and-white
- ☐ Color print or transparencies

Name: \_\_\_\_\_

Rate/rank: \_\_\_\_\_

Command: \_\_\_\_\_

Address: \_\_\_\_\_

Phone: \_\_\_\_\_

Send entries to:

*All Hands* magazine Photo Contest  
Navy Internal Relations Activity  
601 N. Fairfax St., Suite 230  
Alexandria, Va. 22314-2007





**Sailor-sea lion team • Page 30**



# ALL HANDS

MAGAZINE OF THE U.S. NAVY

SEPTEMBER 1990

- Naval Research
- HIV: life issues

PERIODICAL

9.05

416 ✓



USS *New Jersey*, one of 13 Navy ships participating in the annual Portland Rose Festival, steams up the Columbia River, the first battleship ever to visit the festival. More than 39,000 *New Jersey* souvenir baseball caps were sold as over 40,000 Oregonians lined up for hours to visit the famed battleship. Close to 82,000 visitors were logged onto Navy ships during the three day event. Photo by Chester Epperson.





Secretary of the Navy  
**H. Lawrence Garrett III**  
Chief of Naval Operations  
**ADM Frank B. Kelso II**  
Chief of Information  
**RADM Brent Baker**  
CO Navy Internal Relations Activity  
**CDR Connie L. Haney**  
XO Navy Internal Relations Activity  
**LCDR Patricia J. Anthony**  
Director, Print Media Division  
**LT Ken Cronk**  
All Hands Managing Editor  
**CDR Tom Pinard**  
All Hands Editor  
**JOCS Robin Barnette**  
All Hands Assistant Editor  
**JO1 Lee Bosco**  
Photojournalist  
**PH1(AC) Scott M. Allen**  
Writers  
**Jan Kemp Brandon**  
**JO1 Melissa Wood Lefler**  
**JO1 Dennis Everette**  
**JO1 Chris Price**  
**JO2 Andrew I. Karalis**  
**JO3 Marke Spahr**  
Associate for Art and Layout  
**Michael David Tuffli**  
Graphics and Typesetting  
**DM2 Mike Rodrigues**  
**DM2 P.V. Whitehurst**  
**William E. Beamon**

**All Hands** (USPS 372-970; ISSN 0002-5577) (Number 882) is published monthly by Navy Internal Relations Activity: 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Second-class postage paid at Alexandria, VA 22314, and additional mailing offices.

**Subscriptions:** Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Price: \$15, U.S. and FPO; \$18.75, foreign. Make checks/money orders payable to: "Superintendent of Documents, GPO."

**Postmaster:** Send address changes to All Hands, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007.

**Editorial Offices:** Send submissions and other correspondence to: NIRA, Print Media, Attn: Editor, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Phone (703) 274-6208 (AV 284-4455) for editorial; (703) 274-5953 (AV 284-4315) for distribution.

**Message:** NAVINRELACT WASHINGTON DC.

**Authorization:** The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

NIRA also publishes *Captain's Call Kit*, *Navy Editor Service*, *Navy Family Life-line*, *Navy News Service*, *Public Affairs Communicator* and *SecNav/CNO Report to Congress*.

# ALL HANDS

MAGAZINE OF THE U.S. NAVY  
SEPTEMBER 1990 – NUMBER 882  
69th YEAR OF PUBLICATION



Photo by PH2 Stephen Batiz

## Poland liberty call — Page 4

**4** **Poland port visit**  
Historic liberty for sailors

**7** **HIV in the Navy**  
Understanding the risks

**22** **Helping hands**  
Ombudsmen provide service

**26** **Naval Research Lab**  
Exploring future technology

**32** **Marathon man**  
Trading smoking for running

**34** **Surprise inspection**  
Crew takes propulsion exam

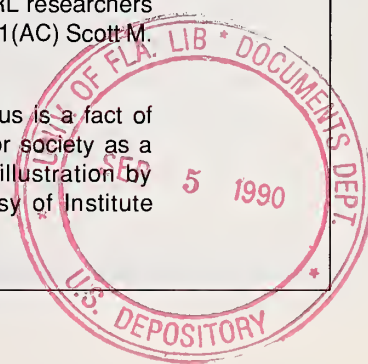
**37** **POW museum**  
Exhibit teaches of sacrifices

**40** **Operation New Life**  
Guam marks anniversary

**2** News You Can Use / **43** Spotlight on Excellence  
**44** Bearings / **48** Mail Buoy/Reunions

**Front cover:** Dr. Alan Rudolph and CAPT Warren Schultz, Naval Research Laboratory scientists, look at artificial blood, which can be freeze-dried and stored without refrigeration. It's one of many hundreds of useful products that NRL researchers have developed. See story Page 26. Photo by PH1(AC) Scott M. Allen.

**Back cover:** The Human Immunodeficiency Virus is a fact of modern life. This is as true for sailors as it is for society as a whole. See stories beginning Page 7. Photo illustration by PH1(AC) Scott M. Allen. HIV artwork courtesy of Institute Merieux.





# News You Can Use

## *Special assignments*

### **Sailors needed as language translators**

Would you like to see new countries and earn foreign language proficiency pay?

Because of the many treaties being ratified, the military is being asked to assist by providing translators to work in treaty verification. The Navy is looking for people, outside of the cryptologic technician community, to train as translators to work in treaty verification.

The Navy particularly needs to identify people who speak Russian, German, French, Italian, Spanish and Warsaw Pact languages.

If you already speak a foreign language, ask your Educational Services Office personnel to give you the Defense Language Proficiency Test

in the language you know. If you score high enough on the test, your record will be flagged as a potential candidate for duty with the on-site inspection agency.

If you don't already speak a foreign language, but feel you have the ability to learn one, ask your ESO to give you the Defense Language Aptitude Battery. This test determines whether you have the ability to learn a new language easily.

If you score over 115 on the DLAB, the Navy may invest the money to send you to a language school to teach you one of these languages for follow-on assignment as a translator. See your career counselor for details. □

### **Separation/retirement program courses and workshops**

The Department of Defense is testing a program that will offer assistance to separating and retiring military personnel.

The Transition Assistance Program will provide a three-day employment workshop and career counseling services to personnel at 18 military installations in seven states. Personnel may take the workshop within 180 days of separation. Participants are instructed on how to fully use their skills, plus utilize valuable resources like the Department of Labor and Veterans Affairs.

For those separated due to service-related disabilities, a four-hour employment assistance program is being offered at three military hospitals during the test period.

Naval installations participating in the TAP pilot programs during 1990 are: In Florida, NAS Cecil Field; NavBase Jacksonville; NAS Jacksonville; Jacksonville Naval Hospital, for service-related disabilities; NavBase Mayport. In Virginia, Naval Amphibious Base at Little Creek; NavBase Norfolk; NAS Norfolk; NAS Oceana. □

### **FitRep manual**

A new manual for officer fitness reports has been distributed to the fleet. The manual, NavMil-PersCom Instruction 1611.1A, is a complete rewrite of the previous fitness report instruction and includes a summary of changes.

Two changes include a required signature for lieutenant commanders and below (previously lieutenants and below) and a two-year limit on the time allowed to submit fitness report supplements.

All officers need to familiarize themselves with the new instruction. □



## Advancement manual

Educational Services Offices around the fleet received a new Advancement Manual, incorporating numerous changes, including merging both active duty and reserve sections into one manual. Other revisions include detailed instructions covering ways to clear exam discrepancies, withdrawing or withholding advancements and guidance on submissions to selection boards.

Many other changes are incorporated into the new manual, and NMPC officials recommend careful review by fleet personnel, especially those in ESO. □

## Sea/shore rotation lengths change

Sea/shore rotation tour lengths have been changed for 39 ratings as a result of a recent review. Personnel in some ratings will be spending more time ashore.

The review is based on projected changes in billet structure for FY93, and represents an effort to encompass all Navy ratings in one sea/shore rotation review. The new policy requires the sea/shore rotation pattern for enlisted women to parallel that of their male counterparts.

First-term shore tours will be limited to 24 months, so that junior sailors can have the opportunity to serve a sea tour during their first enlistment. However, personnel in shore-intensive ratings may be extended ashore if no sea billets are available at their projected rotation date. Detailers are authorized to extend personnel in this category up to 24 months, or until a sea billet is available.

These revisions are currently in effect on all orders. The changes are outlined in the revised Enlisted Transfer Manual, which was distributed to commands this summer. NavOp 043/90 also lists all sea/shore rotation revisions by paygrades. □

## Personnel

### MSC extentions

Sailors of the Military Sealift Command who extend their tours by an extra year or more will be guaranteed a choice of coast, home port, type unit or training program, depending on their sea/shore rotation and the availability of billets.

MSC ships are based administratively in Bayonne, N.J., and Oakland, Calif., but operate out of ports worldwide.

OpNav Instruction 4600.16E lists specific units. □

## Temporary duty

### Volunteers needed for *Deep Freeze*

The Public Affairs Office at Naval Support Force, McMurdo Station, Antarctica is seeking journalists and photographer's mates, E-4 through E-6. They're needed to serve temporary additional duty for three to four months on *Operation Deep Freeze*. Personnel will logistically support scientific research on the Antarctic continent. The annual deployment is from October to February, via Christchurch, New Zealand.

*Operation Deep Freeze* is also seeking an interior communications electrician 1st class with a Navy Enlisted Classification Code 4747 to augment the broadcasting detachment. Volunteers must have their command's approval and pass a physical examination.

For information contact LTJG D.M. Shook or JO2 Dave Newberry at Construction Battalion Center, Port Hueneme, Calif., at Autovon 551-4998 or commercial (805) 982-4998. □



# Poland port visit

*During historic liberty call, U.S. sailors help Poles celebrate new-found freedom.*

Story by LCDR Mark S. Johnson

For the crews of USS *Harry E. Yarnell* (CG 17) and USS *Kauffman* (FFG 59) it wasn't just a job, it was a chance to make history. Their June 1990 visit to the Polish coastal cities of Gdansk, Sopot and Gdynia was the first in 63 years by U.S. Navy ships and was a new experience for even the saltiest sailor aboard.

Although there were as many individual stories from the visit as there were men on liberty, several consistent threads ran through tales of the entire port visit.

"I found it amazing how open the country had become," said ENS Mark Pullian, *Kauffman's* disbursing officer. "I went to the home of a Polish naval officer and he said that two years ago we couldn't have done that. I met his wife and family and we had dinner — it was a great evening. I invited him to my house when he comes to the states."

"I really liked it there. The little kids especially — they wanted to barter and get autographs and [have us] take pictures with them," recalled Seaman Kevin Gillogly from *Kauffman*. "I traded all my ball caps and a couple of white hats."

For Operations Specialist 1st Class Dean Linder on the Commander, Cruiser Destroyer Group 2 staff, the best part of the visit was "just walking around, people greeting you, following you into stores, calling you 'American' in a friendly way. I can't imagine anything topping Poland right now."



From the beginning, it was apparent that all hands in both the U.S. and Polish navies recognized the importance of the visit and went out of their way to make sure it was a success. *Yarnell* and *Kauffman* received and returned a 21-gun salute and were honored with a pierside full dress welcoming ceremony as they tied up on June

27. The opening events were followed by exchanges of ship visits, soccer and volleyball competitions, a jazz disco put on by local college students and thousands of people who came aboard the two ships for general visiting.

During the next three days, while RADM Thomas D. Paulsen, Commander, Cruiser Destroyer Group 2





Photo by JO2 Pete Hatzakos

Far left: An honor guard of Polish sailors stands ready to welcome the crews of two U.S. Navy ships conducting a port visit. Left: The Poles expressed their new-found freedom as they openly greeted the American sailors. Below: USS *Harry E. Yarnell* (pictured) and USS *Kauffman* were reportedly the first U.S. ships to visit Gdansk since 1927.



Photo by JO2 Pete Hatzakos

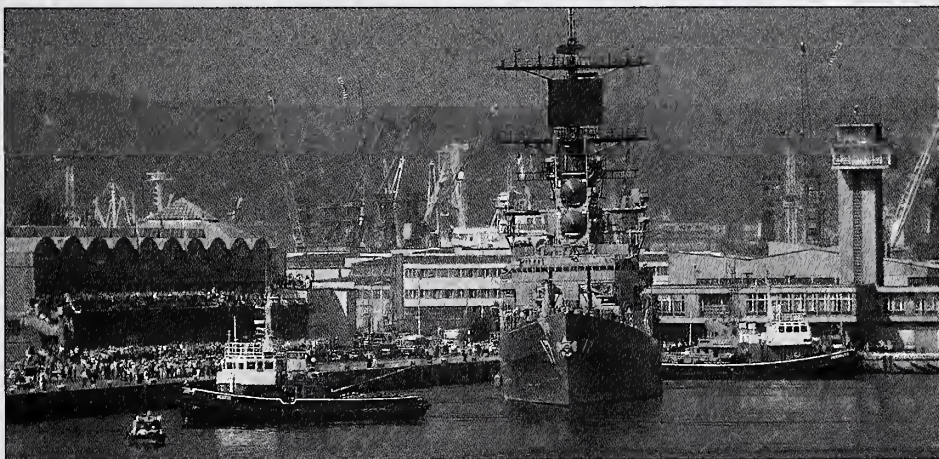


Photo by PH2 Stephen Baliz

was busy with a full official schedule, crew members from the two ships were engaging in their own kind of unofficial diplomacy.

Damage Controlman Fireman Casey Cameron from *Kauffman* found it easy to be a representative of his country.

"The first day on a tour I met a lot of

people and the second day I did a lot of shopping," he said. "We met a gentleman who spoke English and had studied in Boston. We traded hats, and he took us to his favorite shopping places in the side streets — that's where I did most of my shopping."

The buying power of the U.S. dollar seemed especially impressive when the sailors converted their money to the local currency called "zlotys" (pronounced zwat-ees). The exchange rate was about 9,300 zlotys to the dollar and the average meal was about 34,000 zlotys. Crystal, amber, jewelry, dolls and hand-embroidered items were popular souvenirs.

"At first, the money was very difficult — trying to figure out all the zeros," recalled Radioman Seaman Joe Ingram, assigned to *Yarnell*. "Once you got it down, it was easy. Nobody tried to take advantage of you. If you gave them the wrong bill, they'd show

you what you needed."

There were solemn moments during the visit. Two wreath-laying ceremonies commemorated fallen heroes at the Westerplatte, where the first shots of World War II were fired and at a Solidarity Memorial outside the Gdansk shipyard.

"We visited a concentration camp near here," remembered Ingram. "It wasn't a real big camp — it was one of the camps where the Nazis used to hold people prisoner. A lot of people died there."

"It was just like yesterday," Ingram said. "The shoes they left and the places the people slept made you realize that it really happened. I would hate for anything like that to happen again. I'm pretty sure our tour guide experienced some of it himself."

The Poles were clearly enjoying their new-found freedom as they openly associated with the Americans



# Port visit



Photo by JO2 Pete Hatzakos



Photo by PH2 Stephen Baltz



and shared their hopes for the future with them.

"Many years we were forced to be in opposition to you Americans by the previous leadership," one man told his hosts on *Kauffman*. "But Polish people have always been the very best friend of America on the continent."

"I met the number three man in Solidarity, who talked about being in the underground and is now helping run the country," recalled LTJG Ray Fitzgibbon, assigned to *Kauffman*. "He said he has many anxieties about what he'll be able to do.

"People are having a difficult time learning to fend for themselves after so many years of depending on the government for everything and for every decision," he said. "He told us he made less money five years ago, but could buy a lot more. He said politics is a mess and the economy is a mess."

The two ships tied up at the French Quay, Pier 1, the spot from which many Polish-American immigrants

departed their homeland in the early part of the century. When the time came for *Yarnell* and *Kauffman* to depart, the scene on the pier and on board the ships was reminiscent of those days — the people gathered on the pier waving goodbye, many with tears in their eyes and calling out farewells in two languages.

For their part, the sailors demonstrated their feelings by sailing white hats to the crowd as a way of leaving part of themselves behind.

There was one other recurrent theme throughout the visit. Both official and unofficial Polish representatives talked about a return visit to America by the Polish navy and the hope for many more port calls in

**U.S. sailors made the most of their visit to Gdansk as they toured the city, signed autographs, traded hats and took part in a wreath-laying ceremony to commemorate fallen heroes.**

Gdynia in the future by American ships.

RADM Paulsen summed up the significance of the visit as he returned a toast from RADM Romald Waga, Commander in Chief of the Polish navy.

"The world is changing rapidly," he said to his hosts, "and we are very proud to be hosted by a country that has been a leader in those changes." □

*Johnson is attached to the Navy Office of Information Detachment, Minneapolis, Minn.*





# HIV

Sailors often talk about life “on the outside,” as if the civilian world and the Navy world were entirely separate. In most ways, however, Navy personnel and civilians live in the same world. That’s certainly true when it comes to the Human Immunodeficiency Virus. HIV doesn’t care if you’re “on the outside” or active-duty Navy.

The following stories highlight the Navy people involved in HIV issues. The stories look at the dedicated professionals who work with HIV-positive sailors — at the sailors themselves and how they handle living with HIV — at the Navy’s efforts to educate all of us. There’s also basic information about the virus and resources you can use to find out more.

HIV is a fact of life. Meet the individuals on the following pages for whom this virus provides a daily challenge, and you’ll learn the tremendous impact it’s had on some of your shipmates — and the impact it could have on *you*.





## HIV: Navy program

# Caring for people

Story by J02 Lorraine Frazzini, photos by PH1(AC) Scott M. Allen

"Last Thursday I was getting ready for the 2000-2400 watch and the ship's surgeon called me. He wanted me to come up to the medical office. He just kept calling. 'Come up now. It's an emergency. You have to come up now.'

"As soon as I stepped in I saw the chaplain with the surgeon. I assumed somebody died, because they weren't smiling. Not to sound facetious, but I was almost hoping there had been a death.

"The chaplain touched the surgeon's arm and said, 'Do you want to tell him, or should I?' He started with 'You have....' All of a sudden, it was all directed at me. For some reason the big word, AIDS, just popped into my head. He just told me I was HIV positive.

"I was shocked. It came out of nowhere. I just sat there in disbelief. They pretty well whisked me off the ship. The surgeon told me to get my medical record, get everything rounded up and be on my merry way. I didn't even know if I was supposed to come here now or later." — Rick.

**R**ick has been at the HIV Evaluation Unit at Naval Hospital San Diego for a week. The unit includes a 24-bed inpatient ward shared by active-duty Navy and Marine Corps members who have recently tested positive for the Human Immunodeficiency Virus and those requiring their reevaluation. The only time patients are housed on the ward is when they come in for evaluations.

The staff also operates an outpatient clinic and sick call services.

Initial patients like Rick normally require hospitalization for 24-48 hours while they complete physical examinations by one of four doctors on the ward, have blood drawn for a second series of HIV tests and have a skin test done to determine their immunological response to various substances.

The rest of their first evaluation can be done on an outpatient basis over a period of 14-17 days, depending in part on how the patient responds to counseling and education efforts and how long it takes to confirm HIV test results. In addition to the physical exams, one of the most important and earliest assessments is psychological.

"When people first come in they're pretty traumatized," said Hospital Corpsman 3rd Class J. Matthew Howell, a psychological technician and one of 11 volunteer hospital corpsmen who work in this unit. "It's all pretty scary. I don't do any major counseling. I just talk with them about why they're here, give them information and conduct a Beck inventory, which is a depression test. It's not unusual to think about suicide in this situation, but we're very careful to stay with them until they've seen the doctor. We let them know





it's OK to feel the way they're feeling."

"Some people are very traumatized when they first arrive here. Some of them think that this really hasn't happened to them," said HM2 Dennis Cohen, one of the ward's veteran corpsmen. He's been assigned to the ward since September 1986.

"A lot of them are in denial and stay in denial for a year and sometimes longer. The first thing they have to do is to accept that they are HIV positive," Cohen continued. "We try to give every person support and encouragement to make them feel strong enough emotionally to inform whoever they need to tell. If we can help explain about HIV in any way, we're here."

There are still those people who don't respond. A lot of people feel alone, and that weakens the mind, body and spirit.

"We go out of our way to provide support, not just to people who have initially tested positive, but to people who are in for reevaluation and to those who have been hospital-

**A patient in a Navy HIV unit is tested at the allergy/immunization clinic. Delayed sensitivity testing such as this is used to check the body's ability to mount an immune response.**

ized," Cohen said. "I can't imagine myself being hospitalized miles from home with no visitors."

At the unit, support comes in many forms, with education one of the main considerations.

CDR (Dr.) Joseph Malone, the director of the HIV Evaluation Unit, said education is key to preventing the spread of the disease.

"AIDS is one of the largely preventable killers of adults between the ages of 20 and 30, along with trauma and alcohol and drug-related health problems," he said. "Since the disease is preventable, no one else *has* to get it."

Throughout their stay, HIV-positive personnel attend classes dealing with the medical aspects of HIV, substance abuse, Veteran's Affairs benefits and career counseling. Additionally, there are classes on community assistance agencies, financial planning, religion and spirituality,



# HIV: Navy program

death, grief and safe sex. There is also a stress management class and a support group. Preventing the spread of the disease is stressed in all classes.

According to Barbara Graham, a social worker with the unit since the Navy's program was established at Naval Hospital San Diego in January 1986, the number one concern of HIV-positive sailors and Marines is how the disease may affect their careers.

"We realized very early on that military members differ from civilians in that respect," Graham said. "Military people have a tremendous commitment to their careers. We developed programs with that in mind. Here, we stress options."

Those options include what Graham called lifestyle changes — learning to adapt to HIV infection both professionally and personally.

Some of the lifestyle changes are health tips that the medical community has suggested for everyone, tips that are even more significant to HIV-positive people.

"Alcohol, nicotine and street drugs are immuno-suppressants. They decrease the cells that are fighting the disease," she said. "Therefore, we suggest that they avoid

---

"Right now, I'm waiting on the results of the second set of tests. I'm redoing these tests and I have to get checked with the San Diego or state health board. I want to compare both tests because if one comes back positive and one comes back negative, there's a problem.

"I'm not going to stop. I'm going to fight. I have to fight. This is my life. Somebody says I'm HIV. Since when? I still treat this as a nightmare. I don't believe it's occurring."

— Rick.

---

using those things. There have been all kinds of studies on the negative effects of stress, so we try to help people manage that as well. Most of our people do make the lifestyle changes necessary to stay healthy.

"More than 50 percent of the people in this program have been formally recognized for their work, either with a letter of appreciation or commendation, a ribbon or medal, since testing positive," Graham continued. "I think that says something for the quality of these military people. Military members have a skill of which most are not aware — they learn career planning very early. That's an asset to them



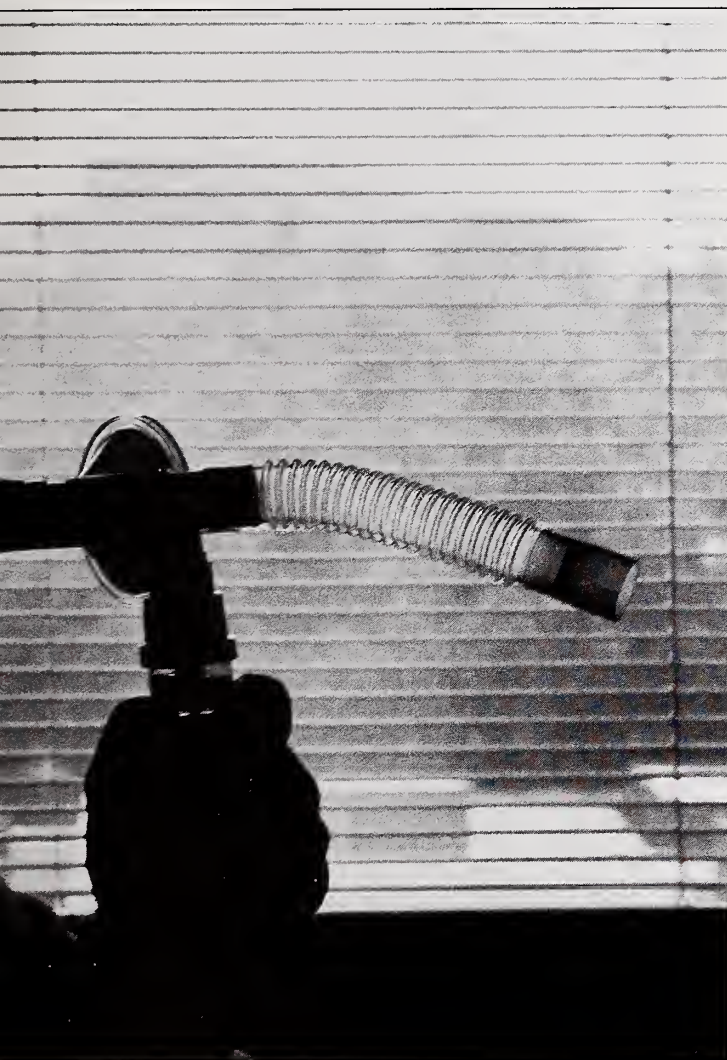
now, when their careers may have to take a different direction."

In addition to lifestyle and career concerns, sailors with HIV need to know their legal rights and responsibilities. LCDR Ron Petronio, Staff Judge Advocate at Naval Hospital Camp Pendleton, gives the legal assistance rights and responsibilities presentation.

"Most people here don't care *how* you were infected," he tells his class. "But there are people in the military who do. You have to look out for yourself."

Petronio explains the Navy policy for managing the HIV program, the Privacy Act and penalties for disclosure of a person's medical status. He also discusses federal and state discrimination and employment laws that apply, as well as housing, employment and the right to medical treatment.





**HIV-positive people are vulnerable to infections, such as certain types of cancer and pneumonia. In recent years, many new treatments have been developed to combat these infections. Here, a patient uses the Pentamidine Aerosol breathing apparatus to prevent pneumonia.**

He talks about drafting a will.

Case-by-case, he also reviews the legal decisions in the courts martial of HIV-positive service members and the safe sex order, including its role in the conviction of two Navy members for conduct prejudicial to good order and discipline (Article 134).

"In the case of the first sailor, it can't be proven he was ever given a safe sex order, he informed the woman of his medical status and she agreed to have unprotected sex with him. He was convicted anyway," Petronio begins a class

---

"My career is on the line now. I enjoy the Navy. I'll never tell you different. If I do have it, and it's likely I do even though I don't want to admit it, I still want to be out on the boat, performing everything I did before. I'm allergic to shore.

"Now, I can't even get on a tender. When I can't perform anymore, then take me off the boat or withhold my promotions. I'll still get promoted, but it's not going to be the way I wanted to. I was ready to go EEAP [Enlisted Education Advancement Program]. I was recommended by the CO, I was all ready for that." — Rick.

---

discussion. "What did he do wrong?"

Someone answers, "He didn't use a condom."

"But he wasn't told he had to," another person answers.

"He didn't use a condom," Petronio tells them. "The rationale is that for military HIV-positive people to infect other military people in any kind of setting affects the readiness of the command and readiness of the military and is prejudicial to good order and discipline."

"Even if their partner is willing?" asks another.

"That's right," Petronio says. "You can't consent to murder, is the rationale.

"One of the biggest problems a while back was that COs didn't want HIV-positive personnel at their commands," he continues. "The attitude was that HIV-positive people were gay or were drug abusers and not entitled to the same benefits [as other sailors]. It's getting a lot better than it was, but that's an attitude you may have to face out there." Petronio warned that sometimes prejudice against a sailor with HIV can cause ultra-sensitivity to that individual's performance. In some cases, that has resulted in an administrative separation under an other than honorable discharge, with the loss of VA benefits. The best defense is to be a top performer.

"One of the most valuable benefits you have is your medical benefits," Petronio stressed. "You don't want to lose those. Be '4.0' sailors."



# HIV: Navy program

Another aspect of the disease that concerns sailors with HIV is the stigma. Many people — both military and civilian — know so little about HIV and AIDS that they're afraid of individuals who are infected.

However, HIV-positive people aren't the only ones affected by prejudice.

"I get frustrated when people ask me where I work, I tell them I work in psych and HIV and they say, 'Eew, you work in the AIDS ward,'" said HM3 Howell. "I always have to explain that there is no 'AIDS ward.' We work with HIV-positive personnel."

Everyone has a story to tell about himself, a friend or a patient, but all agree that attitudes toward HIV-positive people have been improving, slowly.

"There aren't as many horror stories going around as there used to be," said Barbara Graham, reflecting on

changes in society, "but there are still some."

"The only way to end it is through education," added HM1 David Lenker, the division LPO.

"Living with the situation takes special support," added Lenker.

One such support system is the Positive Hope Alumni Association. The group was formed by several concerned patients and staff members in February 1986 when guidelines were changing daily and Navy policy was not yet firmly established. Initially, the group's function was to take an active role in providing support and information for new patients. They've expanded their support with myriad activities and projects.

The group meets every Tuesday afternoon and guest speakers are often invited to the meetings. Volunteers produce a monthly newsletter to keep members informed of the latest developments in treatment, Navy policy and ward procedures.

The group's first project was the Holiday Hotline, which started in 1986. During the holiday season, volunteers operate a toll-free crisis intervention and support hotline to provide emotional support during a time when many members return home to tell family and friends about their condition.

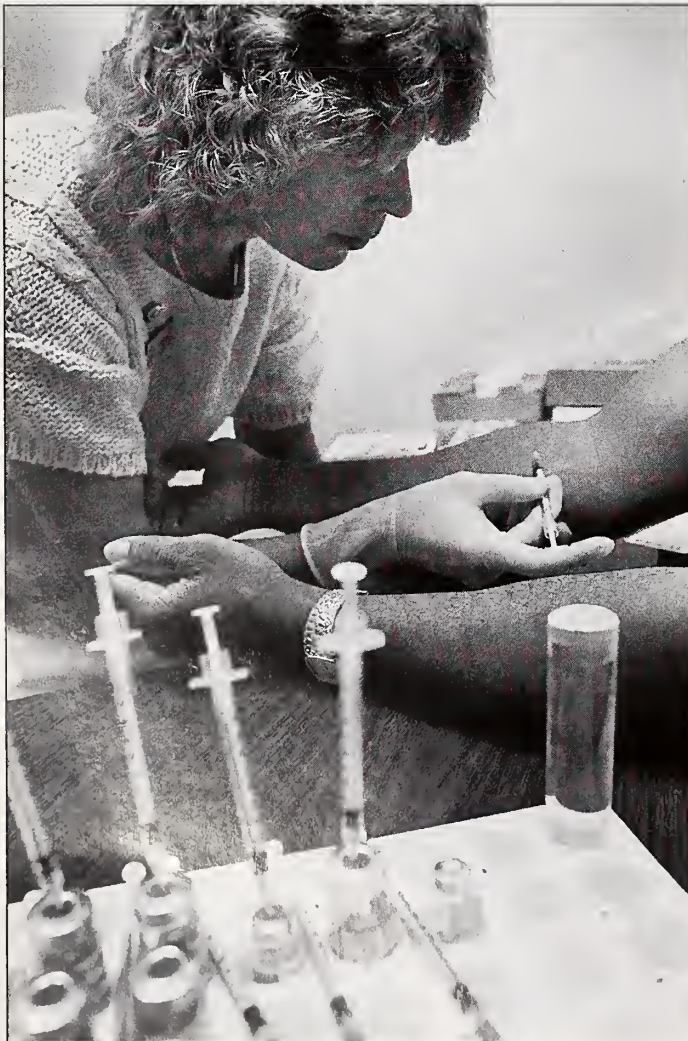
Another project was the Positive Hope Quilt. One hundred and eighty people gathered at the hospital chapel Nov. 7, 1989, for the dedication ceremony of their contribution to the National Names Project, which commemorates in a huge quilt the many thousands who have died from AIDS. The quilt, symbolic of the alumni, displays sea service insignias of all ranks and rates, a boatswain's rope and a teddy bear, the unofficial symbol of the alumni that represents the unconditional love and support they provide for each other. The quilt is now on display with the Names Project 1990 tour.

The association also sponsors quarterly weekend retreats for patients and staff at a YMCA camp. They deal with expressing personal feelings, fostering inner strength and encouraging spiritual renewal.

"I think it also helps our people to feel they are on the cutting edge of technology," said LCDR Georgene Waecker, the charge nurse in the HIV unit.

To that end, the Navy is participating in a federally funded program in cooperation with Veteran's Affairs and the University of California at San Diego Medical Center. A

**HIV-positive sailors face continuing tests for the rest of their lives. The Navy offers a complete care program that includes medical and psychological care, as well as social support programs.**





---

"When the time is right, when there are no pressures on my girlfriend, I'll take her aside and just tell her. Hopefully, she'll stay and listen. Some people just say 'I don't want to hear about it. Don't tell me anything.' You hear about the 'Dear Johns.'" — Rick.

---

team of medical researchers — including virologists, neurologists, psychologists and psychiatrists — is studying the impact that HIV has on the nervous systems of HIV-positive sailors and Marines, as well as HIV-positive civilians living in San Diego.

According to Lucy Brysk, the research coordinator, Navy cooperation has been crucial to this project. The five-year \$19.5 million study, funded by a grant from the National Institutes of Mental Health, will help determine if healthy coping mechanisms and social support groups, like those provided by Naval Hospital San Diego, can slow the rate of progression of the disease.

"We wanted to test military personnel because they are dated sero-converters," Brysk said. This means there's a fairly good idea about when they were infected. "We needed to track the progression of the disease from the beginning and we needed a pool of people with good care and assessment."

The research center keeps a room on the ward for administrative purposes, and their staff members attend Thursday morning conferences with the ward staff to discuss all aspects of patient care.

"The briefings are an ideal communication link, and I've been very impressed with the level of insight and empathy of the staff," Brysk said. "It's not just blood tests and lab tests. The staff here is very supportive."

"I'm very lucky to have a staff of this quality," said LCDR Waecker. The corpsmen are her responsibility and potential staff members are screened in a personal interview with her before being accepted to the ward.

"The corpsmen on this ward need to be independent and knowledgeable to work well without supervision," she said. "They need leadership and maturity and they need to be accepting, nonjudgmental."

Finding people like that, who are willing to stand more watches than their peers in other wards and stay on ward assignment for more than six months, is a challenge; but many of her people have been on this ward for years. In addition, they donate countless hours of off-duty time to ward projects and activities.



Photo by JOE Lorraine Frazzini

**A hospital corpsman monitors an HIV patient's vital signs as part of testing.**

"The reason we keep people so long is the rewarding patient population," Waecker said. "It's challenging to feel you really are helping. The opportunity to do that is here, and I think our patients realize how much this unit provides."

"If I didn't think it was the most rewarding thing I'd ever done, I wouldn't still be here," added HM2 Cohen.

"We have a unique collaboration between three major players in the research, diagnosis and treatment of the disease — the Navy, Veteran's Affairs and the University of California, San Diego," said Barbara Graham. "In other areas, you won't find that kind of collaboration or cooperation."

"The Navy took a tremendous risk being open with the community about establishing this ward here and they've been rewarded with a tremendous amount of support," Graham continued. "I think the crustiest 'old salt' in the Navy, no matter how he feels about the disease, can take a lot of pride in the way the Navy is looking out for its people." □

*Frazzini is assigned to Navy Public Affairs Center, San Diego. Allen is a photojournalist for All Hands.*





## HIV: Education

# Our strongest weapon

Story by JO2 Andrew I. Karalis

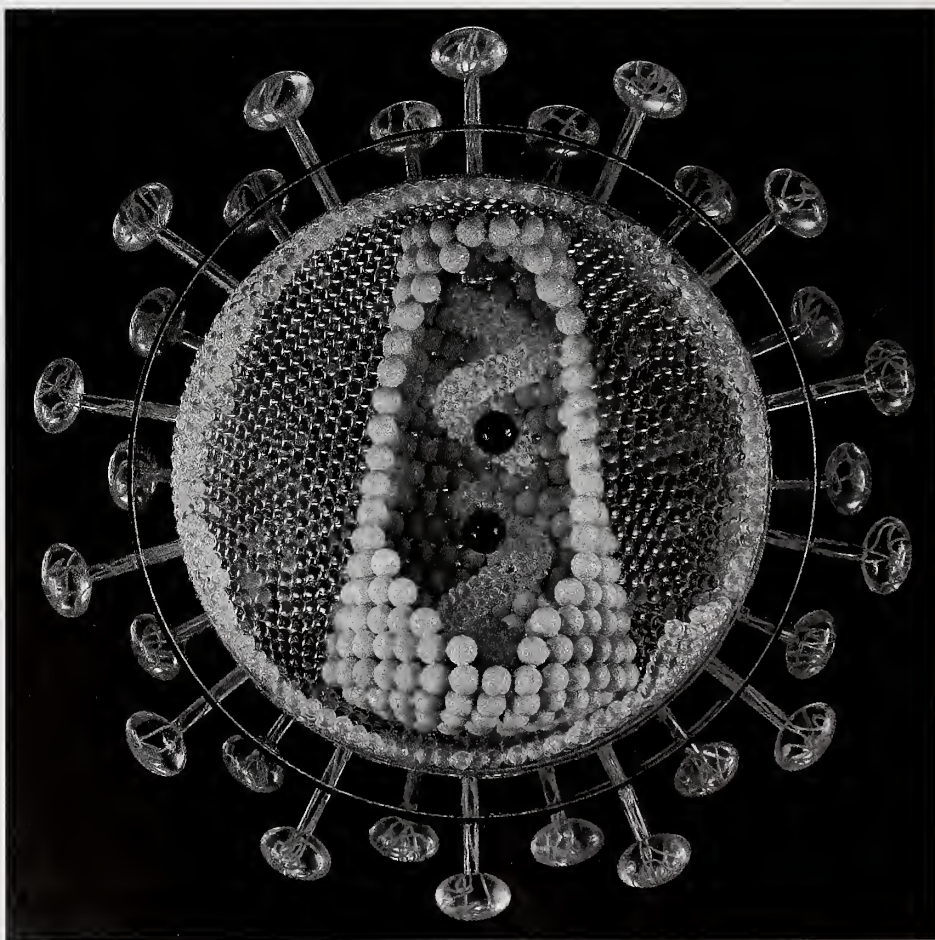
The Navy, as a microcosm of society, is affected by what is being called the "black plague" of the 20th century — AIDS, Acquired Immune Deficiency Syndrome. HIV, the Human Immunodeficiency Virus that leads to AIDS, infects about 300 sailors each year. Since 1981, more than 83,000 people in the United States have died from AIDS — that's more than the combined battle deaths in the Vietnam and Korean Wars.

The Navy's war against HIV is on two fronts — to stop further spread of the virus and to fight the fears people have of HIV-infected individuals.

"The best way to combat that is to educate our people about the modes of transmission, high-risk behaviors associated with HIV and AIDS and safe sex practices," said LT Heidi W. Gerding, Special Assistant for HIV policy in the office of the Chief of Naval Operations.

Sailors first learn the basics about AIDS and HIV in health and sexual education classes when they are new recruits and midshipmen. AIDS education is then reinforced later on in their careers in settings such as general military training, petty officer indoctrination and courses for prospective commanding officers and executive officers. But it wasn't always this way.

"We have learned a great deal over the past four years," Gerding said, "and have benefited by our mistakes.



Courtesy of Institut Merieux

The program today is very supportive and it's the right thing to do."

In her role as Special Assistant for HIV policy, Gerding recently incorporated the latest information available into the Navy's instruction on HIV, SecNavInst 5300.30C. In addition,

**A model of the Human Immunodeficiency Virus. The real thing infects about 300 sailors each year.**

she gives briefings to various audiences on the management of and policy concerning HIV-infected sailors.

However, plenty of misinformation



is still available in the fleet today.


A master chief, informed by the Red Cross in 1986 that he had the HIV infection, said he knew little about AIDS until the Navy's HIV test came up positive in 1987. "Then the education came," he said. "The doctors [at National Naval Medical Center, Bethesda, Md.] were very good in their explanation of how it actually works, the things you need to watch and how to monitor your diet.

"Overall, education in the Navy has gone from nothing to a lot more awareness," the master chief continued. "And I think that's not only the Navy, but the population in general. DoD said, and I understand the Navy has helped in this regard, 'OK, we have good performers who still have service to offer and we still have jobs that need to be filled by people who can perform them at the proper levels. Let's keep them.'"

Misconceptions and prejudgments about HIV-positive people and AIDS patients prevail throughout society, leading to the common thought that *only* homosexuals and illegal drug users are at risk. However, the truth is anyone can become infected with HIV — infant or grandmother, officer or enlisted, man or woman. That's why it's important to protect yourself. Also, you can't tell who is HIV infected by the way they look, walk or talk.

"The key here is sensitivity," said LT Patricia M. Batt, HIV/AIDS education program sponsor in the office of the CNO. "You can't tell by looking at someone whether they are HIV positive, so sensitivity is a must. Treat them as you would any other person. You hear all these remarks, jokes and comments — this person has enough to worry about, being HIV positive, without having all that happen to him or her."

"A lot of the problems we have in the fleet are caused because people are




# Understanding AIDS

What Do You Really Know About AIDS?


Are You At Risk?

AIDS And Sex


Why No One Has Gotten AIDS From Mosquitoes



OTIS R. BOWEN, M.D.,  
Secretary  
U.S. Department of Health and Human Services



AMERICA  
RESPONDS  
TO AIDS



ROBERT E. WINDOM, M.D.,  
Assistant Secretary for Health  
U.S. Department of Health and Human Services

This brochure has been prepared by the Surgeon General and the Centers for Disease Control, U.S. Public Health Service. The Centers for Disease Control is the government agency responsible for the prevention and control of diseases, including AIDS, in the United States.

U.S. GOVERNMENT PRINTING OFFICE 1988 - 515 925

scared they will acquire HIV infection," added Gerding. "People are misinformed about how HIV is transmitted and need to be better educated."

"Education is the key to overcoming that fear and to stopping cruel jokes," said Chief Hospital Corpsman Rosemarie Draper, an instructor at Recruit Training Command, Orlando, Fla.

"Recruits definitely need to be taught about HIV and AIDS," she said.

**Thought-provoking posters and pamphlets help educate the public. Such materials are available from the National AIDS Information Clearinghouse. The address is listed on Page 16.**

Draper teaches a health, pregnancy and parenting course, which includes HIV and AIDS instruction. "Before I show the class a Department of the Navy film called 'Facts and Prevention of AIDS,' I tell them that HIV can infect anybody, not only male homo-



# HIV: Education

sexuals and drug abusers, but everyone, so everyone needs to know about it."

A married petty officer 1st class with two children who is also HIV positive said, "Society has chosen to disregard this disease because of an 'it can't happen to me' attitude — they think that it only affects drug users and homosexuals. That attitude makes it easy to understand why people act in certain ways around individuals who have HIV."

Such misunderstanding has another result, too.

"If people are unaware of my status, everything is fine," said the HIV-positive master chief. "[But] I've noticed when people become aware [of my status] their immediate reaction is, 'If you breathe on me I'll get sick!' They fear that if you look at them, if you breathe on them, if you touch them, if you do *anything* to them, you are going to transmit this. It's the lack of education of what it takes to transmit the disease."

Prospective shore station commanding and executive officers are briefed on management of HIV-infected personnel during a Prospective Commanding and Executive Officer Shore Station Course held in Washington, D.C. LT Gerding, the Navy's briefer, advises on Navy policy and offers advice on such matters as how to deal with the issues of confidentiality, work assignments, medical evaluations, issuance of safe sex orders and limitations of duties.

"COs may say, 'I don't want this guy working in the mess. Good god, do you realize what he could do?'" said Gerding. "The Centers for Disease Control guidelines on food service workers say that there is no reason for them not to cook. We know that is not a mode of transmission, yet a lot of people still have a hard time dealing with it."

COs, XO's, department heads, division officers, chiefs and leading petty officers all need to know that an HIV-positive sailor can and should be treated like any other shipmate who may be ill, and respect their confidentiality regarding their HIV status. The CO can notify others in the command only on a "need to know" basis.

"I let certain people know, like my lieutenant," said a 2nd class petty officer, notified he was HIV positive three years ago. "But my shipmates? No, there's just not enough education out there in the Navy. Not enough people know and understand what this disease is all about. Until they do, I think it would be foolish to let everybody know."

"I may tell a few of my shipmates, people that I could really trust," said

the HIV-positive 1st class petty officer. "I wouldn't want to put myself in jeopardy though, like what happened to those other guys," referring to members of his support group who received death threats once their confidentiality was breached.

The nearly 900 HIV-positive sailors on active duty in the Navy include people in all ranks, rates and jobs — non-designated seamen, petty officers, master chiefs, officers. The point is that *anyone* can be infected.

"We always say, 'Until there is a cure, education is our strongest weapon against infection,'" said LT Batt. "That's why education in the fleet is so important." □

*Karalis is a writer for All Hands.*

## For more information

The National AIDS Information Clearinghouse, part of the U.S. Department of Health and Human Services, Public Health Service Centers for Disease Control, provides information, resource material and publications on HIV and AIDS. Any question regarding AIDS can be asked; if they don't know the answer right away, they'll get back to you with the answer. For more information write: National AIDS Information Clearinghouse, P.O. Box 6003, Rockville, Md. 20850, or call toll-free at 1-800-458-5231.

The American Red Cross has also volunteered to help in getting the message out on AIDS and HIV. Just contact a local chapter to have an instructor come to speak at your command.

An Army training film, "AIDS: A Soldier's Story," has been adapted for use by the fleet. It has a special

introduction by the Chief of Naval Personnel and closing words by the Master Chief Petty Officer of the Navy.

The 27-minute film is available in BETA, VHS or three-quarter inch U-Matic formats. Write: (East Coast) Commanding Officer, Naval Education and Training Support Center Atlantic, Norfolk, Va. 23511-6197; or (West Coast) Commanding Officer, NETSC Pacific, San Diego, Calif. 92132.

If you have any questions about HIV-positive sailors on policy, assignment, testing, education or separation, call: Policy — LT Gerding (202) 694-5562, (AV) 224-5562; Assignment — LT Powell (202) 694-3785, (AV) 224-3785; Testing — CDR Hickey (301) 295-6592, (AV) 295-6592; Education — LT Batt (202) 693-2642, (AV) 223-2642; Separation — LCDR Saddler (202) 694-1412, (AV) 224-1412.





# Discovering life

Story by JOCS Robin Barnette, photos by PH1(AC) Scott M. Allen

When I was first diagnosed, I kind of knew," said Bob, a petty officer 2nd class. "A roommate came up positive for HIV and told me one of the symptoms was swollen lymph glands. I felt my neck and I had them. So I knew — before that I'd been pretty sexually active."



Bob is barely in his mid-twenties. He's known about his infection with the Human Immunodeficiency Virus for three years.

Not long ago, an HIV diagnosis was a death sentence. HIV quickly developed into full-blown AIDS in most people. Now, however, a wide range of treatments are available that delay development of AIDS and the infections that take hold because of a weakened immune system. Sailors are staying healthy longer, able to carry on normal lives.

No longer is the issue dying from AIDS, but *living* with HIV.

Every week, sailors check into the Navy's HIV units, reeling from the shock of that initial diagnosis: You've tested positive for HIV.

"I was in shock for about the first month, then I was angry," said Carol, a 1st class petty officer. "It was sexually transmitted — I'd broken up with my fiancé about a year before. He called me to say he'd come up positive. At first I didn't think it had anything to do with me." It's been four years since Carol found out that her boyfriend's test results had a *lot* to do with her. "There was anger, guilt, bitterness. Then the education process started."

Frank, a seaman, was diagnosed a month ago. "I was home on separation leave and I had to report back to the ship. Nobody would tell me why," he said. "When I first found out, I cried and cried like a baby. I've faced facts, though. 'It's here, it's not going to leave — so stop your damn crying and get on with your life!'" He laughs, but there's an uncomfortable edge to it.

"First you think you've lost your health," said Dr. K. Duane Riddle, staff psychologist at the HIV Unit, National Naval Medical Center, Bethesda, Md. "But what you've really lost is your freedom sexually, you've lost your freedom socially. How do you regain that?"

**Sailors diagnosed with HIV have to adjust to the idea of having a fatal disease — and learning to live with it.**



# HIV: People

That question is not easily answered by either patients or staff at NNMCMC Bethesda, but it's the answer that makes it possible to go on with life.

"One of the key issues that every one of our patients experiences is, 'I have HIV. I am dying,'" explained Denise Gordon, a staff social worker. "While we can't deny the fact that HIV is something for which we have no cure, our patients are not *dying*, although they may die due to the virus many years from now. They have to realize they have reasons to live."

Each person has to make that discovery on his or her own.

"I look at it with a lot of humor. I have to — This is the first time in my life the Navy's ever been so interested in me!" Carol said, jokingly.

She's looking forward to the future. A 12-year veteran, Carol plans on finishing out her Navy career, getting her bachelor's degree (only 18 credits to go) and is engaged to be married.

"My fiancé helps me deal with HIV," she said. "He's solid, doesn't waver. He's not there for me to talk to, but to tell me to get my collective 'stuff' together in one sock."

Marty, a petty officer 1st class, finds his marriage a source of strength. His wedding day was imminent when his HIV test results came in.

"I poked my head into my fiancée's office and she must have read the expression on my face, because she didn't ask any questions," he said. "I said to her, 'It came back positive.' She said, 'I still want to marry you.'"

"She never hesitated once in her decision to go through with the marriage," he continued. "I went back and forth between 'this may be my last chance [at a relationship],' to 'how could you endanger her?'" They married, and now have a child, conceived by artificial insemination.

Marty also finds strength in his religious faith.

"My faith in God makes all the difference in the world," he said. "When anyone asks me how I am dealing with this, I have to give credit to God."

Some people aren't so fortunate to have a supportive spouse or "significant other." Bob, for instance, is active in a county-sponsored AIDS support group that has become like a family to him.

"It's very important to me," he said. "We bond together. We're like brothers. If someone is hurting, we all hurt as well. Last week one of the guys was just sitting in the corner, being quiet, while the rest of us were all talking. But we

noticed him and stopped what we were doing to find out what was wrong."

A support group meets daily in the HIV unit at NNMCMC Bethesda, and even though the membership is transient — usually people are on the ward for only a week or two at a time — the staff says it's beneficial.

"Topics in the groups tend to be about work," said Peggy Davis, a staff social worker. "What is it going to be like when I go back to my command? How do I tell my family about this? And relationships — 'I'll never have sex again.' 'I'm married, and how is that relationship going to hold together?'"

Talking about those concerns doesn't make them go away, but it helps people cope.

"We can't wave any magic wand over you, but if you can get out some of your feelings about what this is like, you'll begin to learn how to live with this diagnosis," Davis said.



**An important part of coping with HIV is talking. Sailors take the first step by discussing it with HIV Unit staff and other patients.**



"Talking to other people makes a big, big difference."

Support groups are a "safe" place to talk. Everyone there is in the same boat and confidentiality is the rule. But every individual must also decide who else to tell — spouse, lover, shipmates, parents or other family members.

"No one in my family knows," said a young man who has known about his HIV for a couple of years. He was attending a discussion of religious issues and family values, led by the staff chaplain, LT Walter Ken Cumbie. "I told my mother, but she passed away and no one else in the family knows." He tells how his mom helped him by clipping articles about HIV and AIDS out of the newspaper and being there to talk with.

Another man, recently diagnosed, said he'd told his family over the phone. "I haven't had the chance to see them face to face," he said. "Their reaction on the phone was good. I'm anxious to see them. Friends care a lot, but I

don't think anybody can care like family. I need their help in getting through this."

"My own experience is that sometimes the most difficult thing in the world is to be honest with our families," responded Chaplain Cumbie, who has worked with AIDS patients and HIV-positive people since the early 1980s. "None of us wants to be rejected. Generally, we're afraid, deep down inside, that even our families may turn us away."

Later, outside the group, Cumbie analyzed what it means to tell your family about an HIV diagnosis.

"Those two men who talked so powerfully about sharing their secret — I want them to see [sharing] as something that's courageous and takes a lot of faith," he said. "They both know it's helped them, but the virus didn't go away. You can't measure the changes that occur because of telling your secret. The change isn't scientific — it's got to be spiritual."

Of course, telling your family that you have HIV sometimes does result in rejection.

"My family seems to have taken it harder than I expected," said Frank. "I'm getting a lot of rejection from my grandmother, aunts, uncles and cousins. My grandmother basically told me to go jump off a bridge and make everybody's life easier."

"I was contemplating that for awhile," he continued. "I'd say in my situation, if it hadn't been for the social workers here, I'd not have made it through."

In the case of one petty officer 3rd class, her mother knew about her HIV before she did. Debbie's condition was discovered after she was seriously injured in a car accident.

"She was in intensive care at the time," said Debbie's mom. "The head nurse, a chaplain and some doctors were all gathered in a conference room when they told me. It's like a big puzzle thrown up in the air and you have five minutes to put it together. They asked if I wanted to tell her, or have them do it."

Her mother decided to tell Debbie herself.

"At first I was upset, hysterical," Debbie said, "but after that I handled it very well."

"My family doesn't know anything about this," the mother said. "I think about the effect it would have on the way they feel. My mother would worry herself sick because she doesn't understand it."

The issue of who to tell about an HIV diagnosis is a big one, but it's not the only one. Concerns about their careers figure largely in sailors' worries and frustrations about HIV. Their plans to advance in the Navy are often set back, because they lose the chance to serve aboard ships and enlisted sailors can't go into officer programs.





# HIV: People

However, Navy policy prevents an HIV-positive diagnosis alone from disqualifying someone for "C" school. Today, if a sailor applies, is qualified for the school and a seat is available, then that person is selected. But while Navy regulations can set policy, attitudes are another matter, and prejudice is an issue HIV-positive sailors must deal with.

"It puts such a stigma on you," said Bob. "It makes you want to be better than everyone else. I bust my chops to be damned squared away!"

A petty officer in the chaplain's discussion group describes being in the HIV unit's waiting area and seeing people he knows walk past.

"I want to hide," he says. "And they see me, but just keep on walking. It makes me feel really bad."

"Why are you ashamed?" another man asks.

"I'm not ashamed. I'm a very proud person," he answers. "It's just that I've lost so many friends over this. It hurts to be rejected. And it's not only rejection, it's people hurting deliberately, being cruel."

Another sailor tells about checking into the hospital's barracks; the person at the desk recognized the ward number of the HIV unit. "Now no one talks to me there," he says.

Chaplain Cumbie asks a black Marine if this kind of prejudice is familiar: does it compare with racism?

"Oh yeah," he says. "It's in a different form, but it's the same."

"The reaction to it is the same," echoes another black man.

It's the fear of people with HIV, and prejudice against them, that makes infection with the virus inescapably different from having cancer or any other ultimately fatal disease.

"The biggest difference between having HIV and other conditions is societal discrimination," social worker Gordon said. "Society is not going to reject you because you have diabetes or heart disease."

The key to living with HIV is to take control, according to the staff on the HIV unit.

"We call it 'empowerment,'" explained Gordon. "We try to empower our patients, allow them to regain control of their lives. One of the ways we do that is teach them as much as we can about their condition."

As sailors infected with the virus accept their condition, accept themselves and gain control, they learn to live with HIV.

"We see a return to normalcy, a return to life, business as usual," Dr. Riddle said. "These people have made the adjustment and integrated themselves back into society. Why

## Talk About AIDS

### How Would You Deal With It If One Of You Got AIDS?



This is a message from the U. S. Centers for Disease Control

Rob: I would be really upset.

But you would still be friends?

Rob: Yes.

Would you invite him to dinner?

Rob: Yes.

Would you hug him?

Rob: Yes. Look, my best friends are my family. And if one of us got sick, we'd all be there for support.



1-800-342-AIDS

**HIV forces people to reexamine their lives and make some tough decisions, including whether to stand by family and friends.**

has that happened? They've discovered they can be accepted. They've learned to laugh."

"Before I was HIV positive, I had a list of things that I always wanted to do and I was going to do someday," said Marty. "Well, today is 'someday.' I think I've had a lot more fun since I found out I was HIV positive, because I'm living a fuller life now."

All these HIV-positive sailors live with doubt on a daily basis. They don't know what may happen to them — whether the virus will develop into AIDS, or whether a cure may be found. Most of them, however, learn to handle the uncertainty in their lives.

Concluded Carol, "There are times when I get into the 'what-ifs?' But the hell with that — I keep on trucking, keep on planning. I don't give up dreaming. I've got dreams and hopes for tomorrow." □

*Barnette is the editor of All Hands. Allen is a photojournalist for All Hands.*





## HIV: Facts

# The simple truth

Story by JO1 Dennis Everette

If someone came into your home and ripped out the electrical system, loosened the plumbing and took a sledgehammer to the inner walls, you'd be furious.

If you had opened the door to that person, you'd feel even worse—devastated because of the destruction and betrayal by someone you trusted.

And if nothing you did stopped the destruction, one day your house would fall to the ground, because the infrastructure had been destroyed.

That's how Acquired Immune Deficiency Syndrome affects the human body. The immune system is weakened and over a period of time it can no longer fight off disease. Eventually the body is destroyed.

Since 1981, that's been happening to a growing number of people — mostly men — in the United States. The Human Immunodeficiency Virus attacks white blood cells, called T-Lymphocytes or, simply, T-cells.

HIV is transmitted by means of infected semen, vaginal secretions or blood into a person's bloodstream. HIV gets into the blood through ruptures in the surface lining of the vagina or rectum. Too small to be seen by the naked eye, such tears may occur during insertion of the penis, fingers, or other objects.

Infection with HIV is not AIDS—it usually results in no symptoms at all. Because many infected people remain symptom-free for years, it's hard to be sure just who is infected with the virus. The more sexual partners you have, the greater your chances of encountering one who is infected and becoming infected yourself.

HIV most often infects persons who take part in risky behavior, such as certain types of homosexual and heterosexual activities. One of the most frequent methods of transmission is anal intercourse, for example. Sharing intravenous drug equipment or having sex with an intravenous drug user is also risky, as is having sex with prostitutes — female or male — and casual sex with a partner you don't know well, or sex with someone you know is HIV positive.

If you're sexually active, taking precautions is important. A practical form of protection is the condom. Use condoms made of latex rubber. Lambskin or natural membrane condoms are not as good because of the pores in the material. Using a spermicide containing Nonoxynol-9 with a condom may provide better protection against the virus. If you use lubricants, use only water-soluble ones. Oil-based lubricants weaken condoms and make them break.

Using a condom doesn't *guarantee* safety from HIV, but this protection is the best you can get, other than abstinence from sex. Other ways to lessen the risk of HIV infection include avoiding casual sex, knowing your partner and avoiding the use of illegal drugs.

One of the least frequent ways of contracting HIV nowadays is through blood transfusions. Although in the past some people became infected with HIV from receiving blood transfusions, this risk has been virtually eliminated. Since 1985, blood donors have been screened for the detection of HIV infection, and donated blood that is found positive is discarded.

HIV isn't easy to contract. You can't simply "catch" it like a cold or flu. Unlike cold and flu viruses, HIV is not spread by tears, sweat, coughs or sneezes. You can't get the virus by using an infected person's clothes, phone or toilet seat. It can't be passed on by eating utensils, drinking glasses or other objects that infected persons have used.

HIV is not transmitted through every day contact with infected people, whether at work, home or school. You don't have to worry about insects transmitting the virus. Kissing is also safe: There has never been a documented case to prove that HIV has been transmitted by kissing.

Symptoms of HIV can include swollen glands lasting for several weeks, unexplained and increasing tiredness and unexplained fever, shaking chills, soaking night sweats. A dry cough, persistent diarrhea and sudden and extreme weight loss not due to dieting are other possible symptoms. White patches or spots on your tongue or mouth are another possible indicator, as are pink or purple blotches on your skin or in your mouth that don't go away.

If you have any of these symptoms — and have been sexually promiscuous or have engaged in other risky behaviors — see a doctor immediately.

HIV is most often transmitted sexually. Take precautions: The door to this virus is not one you want to open. □

*Everette is a writer for All Hands.*



# Helping hands

*Ombudsmen provide valuable service.*

Story by JO1 Chris Price

If you think that an "ombudsman" is a tiny purple plant that makes you sneeze in the spring, a side dish with meatloaf or a gardener dressed in blue jeans, you're sadly mistaken.

It's a fact, some Navy sailors haven't the faintest idea what an ombudsman is — not to mention the pronunciation of the word.

The truth is, the efforts of ombudsmen have allowed sailors to go on

lengthy deployments, confidently knowing that if a crisis occurred in the family, the sailor needn't rush home from the Mediterranean to solve it. The sailor could rely on the area ombudsman to help his or her spouse through the difficulty. Because ombudsmen live in the military community, they can be reached at a moment's notice.

Unfortunately, some sailors still

perceive ombudsmen as social organizers for bored housewives — nothing but tea and television. As one skeptic put it, "Just a bunch of ladies sitting around with their feet on a table — eating bonbons — and griping about their husbands' lousy careers."

But ombudsmen *don't* sponsor tea parties or entertain lonely spouses. Nor are they affiliated with club organizations.







Photo by PH1 Alexander C. Hicks, Jr.



Photo by SM2(SW) James Palmer

Ombudsmen are spouses of active-duty sailors, hand-picked by commanding officers, to handle expected difficulties or unexpected crises that occur within families at that command. Ombudsmen meet regularly with their COs, XO's and command master chiefs, discussing anything from suspected child abuse in a military household to commissary hours of operation.

COs of shore stations, surface ships, submarines and aviation squadrons advertise for ombudsmen within their commands, through base newspapers or plans of the day, and interview spouses — both men and women — for the volunteer positions.

Ombudsmen must be responsible and dependable, since their every word and deed reflect on the command they represent. Spouses are *not* selected in order to strengthen their partner's chances for promotion.

"The idea of ombudsmen didn't flourish in the first few years — it didn't catch on with the Navy commands," said Warren Reynolds at Navy Family Services Center, Norfolk Naval Base. "But when commands got a few ombudsmen who started doing good jobs in the mid-1970s, more and more were selected."

Until 1986, the Navy was the only military branch with ombudsmen, but the Coast Guard has also discovered

their benefits and has started a program patterned after the Navy's.

The concept of spouses acting as liaison between families and the commanding officer developed in 1970, with then-Chief of Naval Operations ADM Elmo R. Zumwalt Jr.'s association with Navy Wives' Clubs. When the wives met with the admiral, they seized the opportunity to express views on issues affecting Navy family life.

Soon, Navy authorities realized they needed official family representation. Navy COs were required to select spouses within their commands to act as liaisons, and by 1980 most commands had an "ombudsman."

While small commands may have only one or two ombudsmen, the Hampton Roads-Tidewater, Va., area, has as many as 500 ombudsmen. The area includes numerous commands at the Norfolk Naval Base, Naval Weapons Station Yorktown, Naval Amphibious Base Little Creek and Naval Air Station Oceana.

Commanding officers can increase or decrease the number of ombudsmen at their discretion. COs can ask an ombudsman to resign if he or she violates the program's strict code of ethics — primarily client confidentiality. Ombudsmen must resign when their spouses receive orders to a new duty station, or when a new CO takes com-

**Preceding page: Families and friends of USS *Saratoga* (CV 60) and USS *Kidd* (DDG 993). Left: Norfolk welcomes home crew members from deployment. Above: *Saratoga*'s ombudsman Mindy Scott and BMC(SW) Tim Branam.**

mand. They may, however, be reappointed by the new CO. A few ombudsmen depart when differences of opinion with the CO, XO or command master chief prevent a supportive working relationship.

At Naval Air Station Norfolk, four ombudsmen represent eight departments.

"Anytime the ombudsmen call on me, I'm willing to listen," said Master Chief Aircraft Maintenceman Richard W. Pound, NAS Norfolk's command master chief. "So far, I've been glad that those calls came in."

When USS *Conyngham* (DDG 17) had a fire and explosion, Pound referred the callers to the appropriate sources since the ship did not fall under his command.

"The people who got right in the middle of that [helping the families] were the [ship's] ombudsmen and the Family Service Center," he said.

Ombudsmen help families cope with news of accidents at sea and set straight rumors that could create panic in the military community. Ombudsmen are usually the first to receive tele-



# Ombudsmen

phone calls or message traffic from the deployed units' COs, XO's or command master chiefs, who brief them on the status of the crew.

Regardless of what happens aboard ship — an award ceremony, promotion or tragedy — an ombudsman is often the bearer of good and bad news.

"When there's been an accident at sea, my first reaction is to stay calm," said Katie Woods, ombudsman for the families of the 400 crewmen on board USS *Charles F. Adams* (DDG 2), homeported at Mayport, Fla.

"A lot of wives, mothers and girlfriends will start calling me," she said, "but I assure them that if it is a tragedy [involving their loved one], that they [the families] will be the first to be notified." Official notification of next-of-kin is coordinated through the Navy's Casualty Assistance Calls Program Office in Washington, D.C.

Woods also refers relatives and friends to other on-base sources, particularly the Family Service Center, for the latest information and assistance during an emergency.

Ombudsmen often sit on advisory boards for base services. For the benefit of both single and married sailors, ombudsmen may ask Navy Exchange and commissary officials to stock certain clothing items or ethnic dishes in their facilities.

Spouses seeking civilian employment often start by asking their area ombudsman for job referral information. Ombudsmen can assist personnel in contacting a handyman, furniture movers or those in other crafts and services.

"Ombudsmen have helped me do things I've never had to do before," said Chief Boatswain's Mate (SW) Tim Branam, "like look for a babysitter."

Branam, attached to Commander, Cruiser Destroyer Group 12 at Mayport, Fla., is a single parent of three years with custody of two children, ages six and eight. "Without ombudsmen," he said, "a lot of people don't get good information. I think that any-

body who's come in contact with them realizes they're important."

Ombudsmen work with Family Service Centers that routinely conduct pre- and post-deployment seminars for all sailors and their partners.

"We explain to the children where daddy works and what daddy does," said Mindy Scott, one of two ombudsmen assigned to USS *Saratoga* (CV 60), homeported at Mayport. "And the wives want to know about schedules."

Ombudsmen need command support to communicate with sailors and their families. For example, since *Sara-*



Photo by PH2 Bob Goodwin

**Spouse at Naval Station Mayport, Fla., waits for husband's ship to return from deployment in the Mediterranean.**

*toga* has nearly 4,000 sailors on board, it is virtually impossible for two ombudsmen to speak to the entire crew at once.

"Our command encourages the sailors to make their wives aware of all facets of Navy life," Scott said, "like CHAMPUS, Red Cross or how to contact an ombudsman."

"Before I went on deployment for six months, I started making preparations," said Legalman 1st Class Kathleen D. Mount, a single parent of two children, assigned to USS *Yosemite* (AD 19). "I left the ombudsman's phone number with my parents, so if

something came up, they'd know how to get in touch with me."

According to Mount, some sailors who seek answers through the ship's legal office could have had the problem solved by the area ombudsman.

"We print the duty ombudsman's name and phone number in our Plan of the Day," she said, "and even though it's a regulation for sailors to read it, not enough young sailors do."

To boost family morale during deployments, ombudsmen, along with the Family Service Centers, produce family-gram videotapes that are mailed directly to the ships. Sailors can see their spouses and children on tape and in return, the sailors send videos of themselves back to the states.

Families can also listen to taped phone messages, updated daily on the ship's information line, telling of the day's events aboard certain ships. Occasionally, it's the CO who shares his thoughts and offers encouragement to the families.

The ombudsmen newsletters, which highlight events within the command, are mailed to families. A single sailor can request that parents, a fiancé or "significant other" be placed on the mailing list.

"Our CO is very positive about the ombudsman program," said Scott. "We have good communication with him."

In special cases, where sailors live with or support someone not entitled to base access, the area ombudsman can provide information on off-base health and financial resources.

Ombudsmen receive training through their local Family Service Centers. The training outlined in OpNav Instruction 1750.1B includes a basic course on the family, assistance and referral, sending message traffic to deployed units, recordkeeping, understanding alcohol and drug abuse, legal and medical assistance and survivor benefits.

Also covered are stress management, newsletter writing, identifying



**Letters from home can be pleasant, thanks to the assistance offered by the ship's ombudsman.**

child or spouse abuse, crisis intervention and information about the Navy and Marine Corps Relief Society.

"We really condense these courses," said Warren Reynolds, referring to the training given at Hampton Roads, Va., Family Service Center. "We don't want ombudsmen to be experts — we just want them to know where to make the phone calls to get the information they can use."

"People who are not happy at home or are worried about their problems, are not performing properly," said Denise Wells, an ombudsman in the Washington, D.C., area. "When a wife calls me on the phone, I don't see what's on her husband's shoulder — I don't *care* what's on her husband's shoulder. I'm there for the E-1 up to the captain and their families if they need help."

Sailors, both officer and enlisted, who harbor misconceptions about the role of ombudsmen may reject help offered by an ombudsman who is also a shipmate's spouse. On one occasion, Wells had been told by a sailor to "mind her own business!"

Wells isn't the only ombudsman in the fleet who's come up against occasional opposition.

"When I first took over as ombudsman, I sent out letters of introduction about myself," said Kathy Pietri, ombudsman for Naval Base Mayport, Fla. "A couple of people responded in a negative way."

Another ombudsman, Patricia Kaczynski, faces a totally different type of challenge at Naval Air Station Lemoore, Calif. Her husband is Master Chief Aviation Ordnanceman Edwin Kaczynski — the command master chief on board the station. Because of this, some sailors are reluctant to share their personal problems with her.

"I tell them that I'm just like any other spouse — that I'm here to take



Photo by PHCS Terry Mitchell

care of their family," she said. "I don't go home and tell my husband everything."

Without disclosing the names of her clients, Kaczynski sometimes asks her husband for some general advice — and in return, he often refers sailors to the ombudsman. They agree to maintain confidentiality.

"I tell them not to be scared of me," she said. "I get a lot of phone calls from wives who say, 'I don't know if I should call you — you're the command master chief's wife and I don't want to get my husband in trouble!'"

According to AFCM Pound, NAS Norfolk's Command Master Chief, some sailors still feel that the program

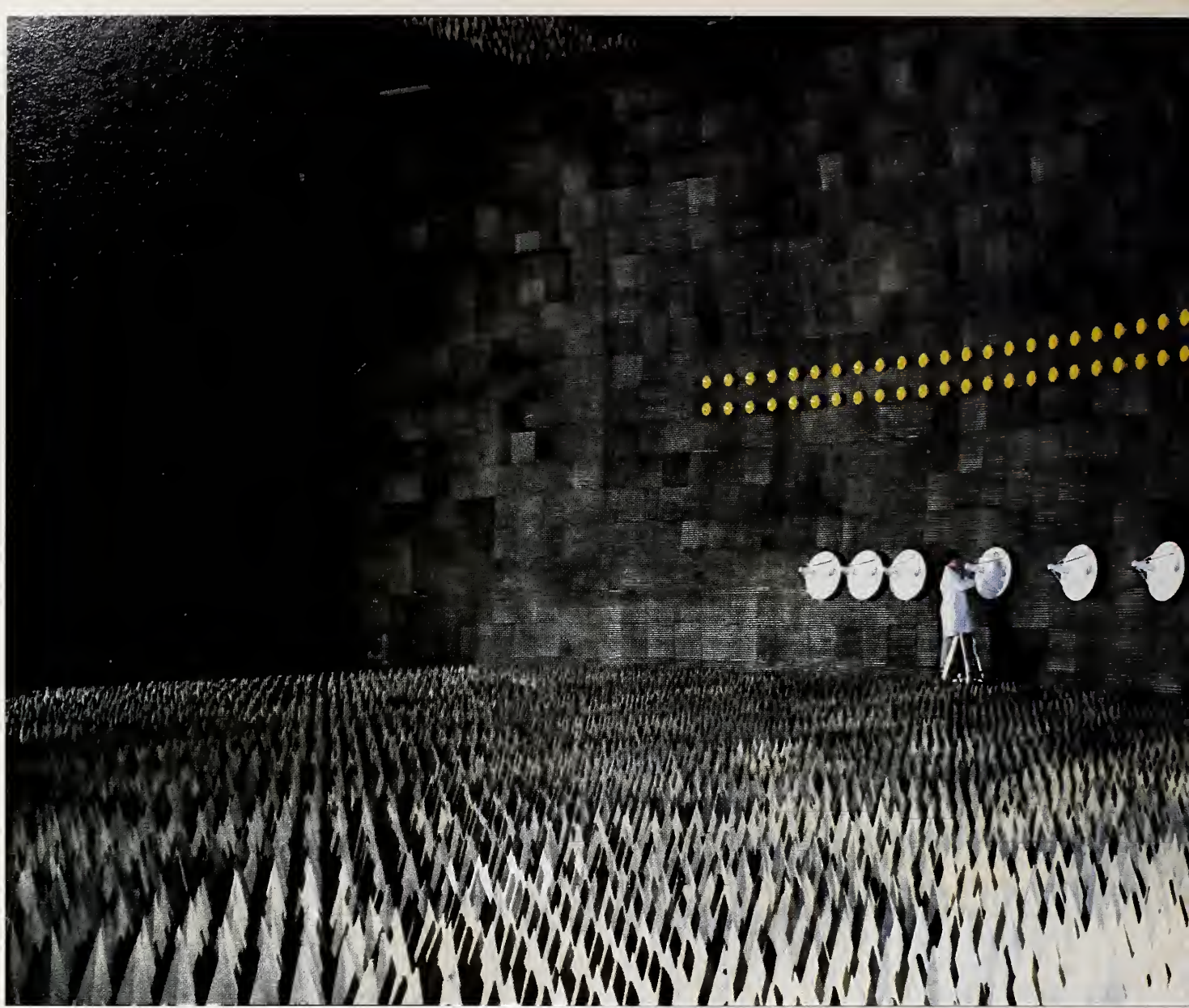
is a "gossip-type of thing" — or that ombudsmen "are going to sell cosmetics at their door."

"When we educate sailors about what they gain from this," Pound said, "I think they will overcome their fears. I feel that all commands — especially sea duty commands — better not put an ombudsmen program on the back burner."

Many ombudsmen also say that volunteering has made their lives much more satisfying. Said one ombudsman, "It's hard to put a price tag on what we do." □

*Price is a writer assigned to All Hands.*





# Naval Research Laboratory

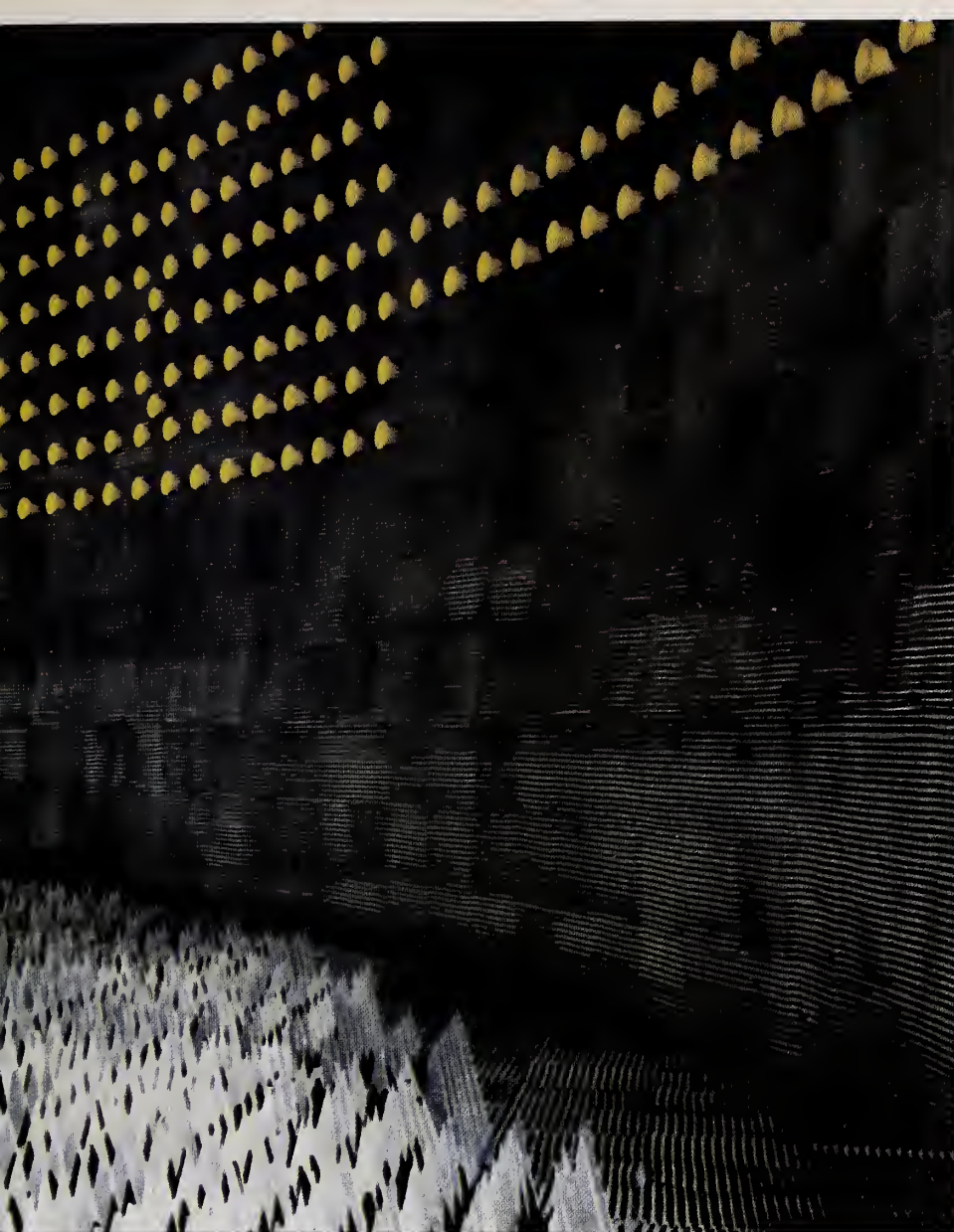
Story by JO1 Lee Bosco

Photos by  
Michael Savell and Dan Boyd

The Navy owes a lot to Thomas Edison. In fact, because of remarks made to a war correspondent, the country may owe its freedom to the man who invented the light bulb.

The year was 1915 and America was warily watching events in Europe that would soon evolve into the great European war, World War I. When questioned by a newspaper reporter on his views about the growing conflict, Edison cautioned, "The country should look to *science*." He believed that, in the event of American involvement, "the government should main-





**Left:** An NRL scientist makes final adjustments to the central target simulator's antenna array. **Above:** Fred Horner prepares a missile system for testing inside the chamber.

tain a great research laboratory.... In this could be developed all the techniques of military and naval progression without any vast expense."

Then-Secretary of the Navy Josephus Daniels read the comments and took Edison at his word. The gifted scientist was called upon to serve as the head of a new body of civilian experts called the Naval Consulting Board to advise the Navy on science and technology. The most important recommendation made by the board was to call for the creation of a modern research facility for the Navy. The Naval Research Laboratory, the first modern naval research institution, began operations in 1923.

Even Edison, a man of expansive

vision, might be astonished at the advancements made at the facility in the 75 years since his remarks to the newspaperman.

Today at NRL, still nestled on the east bank of the Potomac 10 minutes from the U.S. Capitol in Washington, D.C., some of this country's most brilliant minds work at solving problems that may not even exist ... yet.

"The mission of all Navy research, whether it is done by scientists at NRL or in a university lab in the middle of the country funded by the Office of the Chief of Naval Research, is to solve tomorrow's problems today," said Dr. Tom Kinder, program manager of the Oceanography Coastal Sciences Program at OCNR.

Of course, military technology is at the forefront of Navy research. Alan DiMatessa, program manager at NRL's Central Target Simulation Facility, does research that directly relates to the Navy's electronic warfare capabilities.

"This facility is designed, among other things, to duplicate a missile attack on a carrier battle group," he said. "We have to create a tactical engagement scenario that realistically portrays live engagement in order to test and improve our electronic warfare methods."

In his facility the walls and floor are covered with carbon-based foam pyramids. Set on one wall in the large room is an array of antennas. Set into the



opposite wall is the nose cone of a missile. It is here that DiMatessa and other NRL researchers conduct electronic warfare experiments that improve the fleet's ability to deter missile attacks and gain an advantage over would-be aggressors at sea. "I know the facility looks strange, but it has to have those pyramids to eliminate unwanted reflections from the missile seeker and antenna array emissions," DiMatessa explained. "The cones absorb reflected energy to create a free space environment needed to duplicate conditions ships encounter at sea.

"We have a missile simulator in there with EW equipment and computers for simulating the engagement," he said. "We can test the effects of electronic countermeasures on the kinds of missiles our military uses and those used by other nations."

Workers at NRL take a project as far as they can before running actual field tests in the fleet.

"It's one thing to do these experiments in the laboratory; however, our findings also have to be confirmed by actual tests in the fleet," DiMatessa said. "Still, if we can duplicate the engagement scenario here, it saves time and money to do as much as possible in the lab before the field tests."

His program has been one of NRL's busiest over the past decade. "Missiles and other weapons systems have grown more and more complex," he said. "They are smarter and can do more damage today than ever before. We have to keep researching and developing EW technology to stay ahead."

The Naval Research Lab, under the direction of OCNR, conducts research that will not only benefit Navy men and women, but may have an impact on the civilian population, as well.

One such endeavor is the Red Cell Surrogate Project. Scientists at NRL have created a substitute for human red blood cells. This "artificial blood" can be freeze-dried and stored aboard

ship without refrigeration.

"The concept is simple. To prepare the material for transfusion, simply add sterile water and check the temperature," said Dr. Francis Ligler, head of the Liposome-Encapsulated Hemoglobin Project. "The surrogate is blood-type free, so people with any blood type can accept it.

"The material has no other properties of real blood other than its ability to carry oxygen," she continued. "For

instance, it carries no antibodies to fight infection. Other medications could be combined with our 'blood' to prevent infections."

Scientists have been working on the surrogate project for more than 10 years. "This project has a lot of people excited even though we may still be 10 years from seeing it used on people," said Ligler.

The delay is caused by the rigorous testing that any pharmaceutical prod-



**Above:** Tom Kendrick measures antenna patterns and the millimeter wave radiation field. **Right:** Richard Griffin (background) and David Voss study the dynamics of shock waves using a special laser.





uct must pass, including those developed by the Navy.

"This material falls under the Federal Drug Administration's guidelines," she said. "*It has to be safe.* We must be certain that it does what it is supposed to do without causing any long-term or damaging side effects."

Another great benefit of this material is it may be one method of preventing the transmission of AIDS. "The blood supply in the United States is

relatively clean. Not many people contract AIDS from blood transfusions in this country," Ligler said. "But that is not true in many other countries around the world. Americans stationed in some countries are still at risk. This product, used on a worldwide basis, can help eliminate infection from hepatitis and AIDS caused by 'tainted' blood."

The blood surrogate project is representative of many of NRL and ONR's research programs that benefit both military and civilian communities. For example, the Office of the Chief of Naval Research has funded studies on underwater farming. Imagine miles of crops growing from the ocean floor — ships rendezvousing above the deep-sea farms, and fresh vegetables, floated to the surface in large containers, could then be retrieved by crewmen. Submarines might even be able to dock at these underwater facilities for subsurface grown produce. This may sound farfetched, but naval researchers work to bring these kinds of ideas to reality.

Before the 1920s, the detection of a moving ship by radio waves and in-flight, cross-country radio transmissions seemed farfetched. But the idea

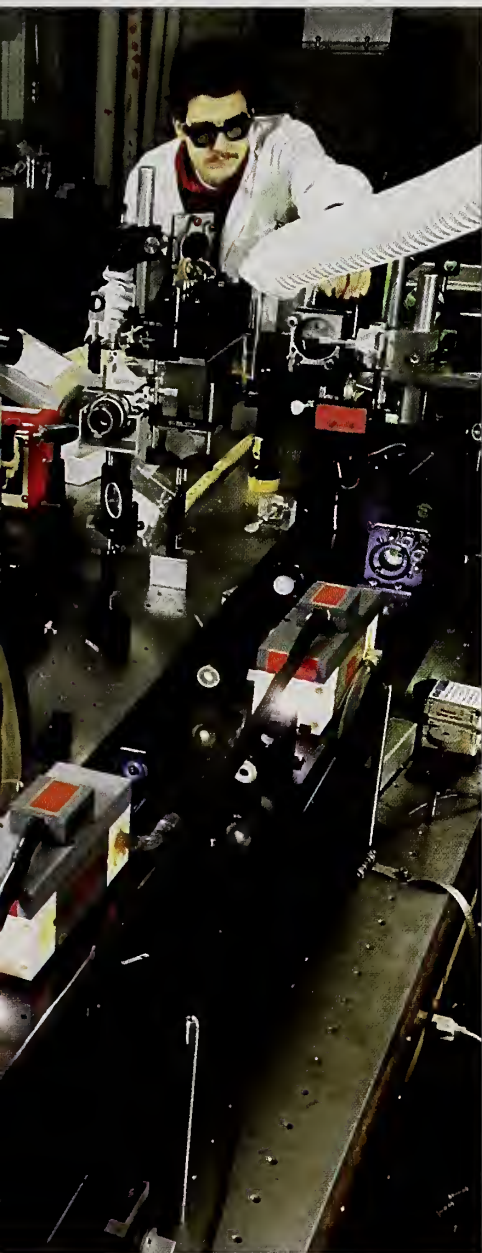
for Navy radar was conceived by Navy researchers in 1922, with NRL responsible for the installation of the first operational radar aboard a Navy ship in 1939. And in 1928, the first cross-country radio transmission from an aircraft was achieved.

World War II, the lab's most productive period, forced scientists to work even harder than in peacetime. Of the thousands of discoveries to come out of the lab from that era, many are still in use today. In 1944 the first radio-controlled bomb was developed for use in the war. Protein foam to put out fires was another wartime advancement pioneered by NRL.

Research conducted at NRL was even used for the Manhattan Project that gave the United States the atomic bomb, the tool that brought World War II in the Pacific to a quick end.

A shipboard radio homing system for carrier-based aircraft became a reality in 1946, a year that also saw the development of helicopter sonar for

**A special press tests materials used in Navy jets and advanced propulsion systems by producing temperatures up to about 3,600 degrees Fahrenheit and 30,000 psi.**







anti-submarine warfare. And in the late 1950s, the lab invented the chemical fire extinguisher Purple-K Powder and put into operation the world's first satellite communications system.

Medical research has also benefited from NRL efforts. The Fetal Heart-beat Detector, routinely used to monitor unborn babies' heart-rates in delivery rooms around the world, is an NRL invention.

Part of the mission of the researchers at the laboratory throughout its history has been to keep the United States a leading force in the field of scientific research. As new fields of studies were born, the lab invariably had people seeking to explore them. A case in point is space research.

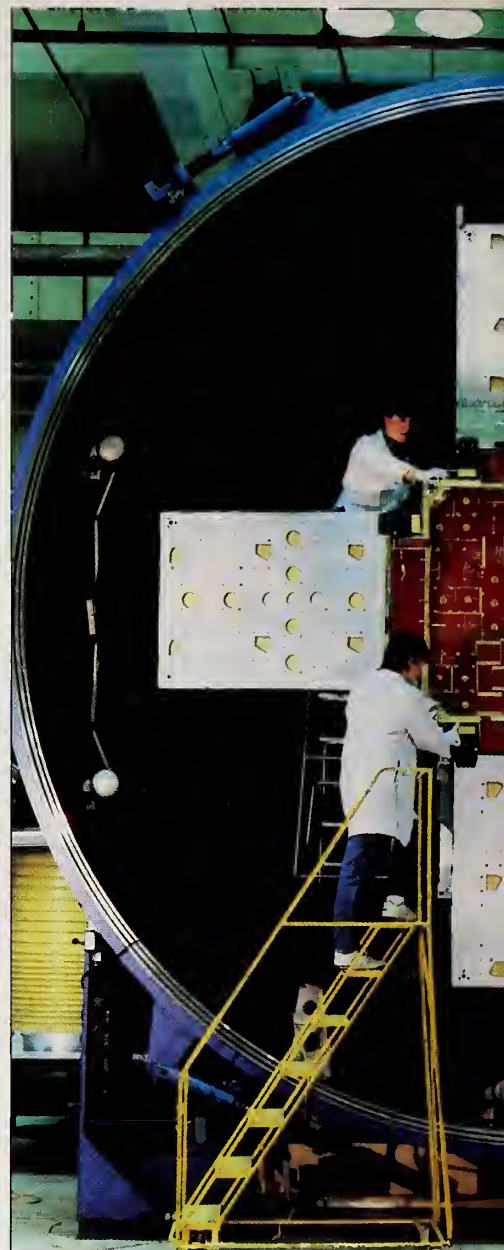
By the time Einstein's theory of relativity was confirmed by the atomic clock aboard NRL's Navigation Technology 2 Satellite in 1977, NRL researchers had been concentrating their efforts on outer space for more than 30 years.

Research in space technology has also improved the Navy's ability to predict adverse weather conditions. This ability is of extreme importance

**Above: The "melt spinning process" creates metal alloys used to make a powerful new class of magnets used in Navy computers, aircraft and submarines. Right: The Low-power Atmosphere Compensation Experiment satellite was developed by NRL as one of two major Strategic Defense Initiative experiments.**

to a military force that is constantly patrolling the world's oceans and would have even greater importance in a time of conflict.

Technology funded by OCNR has already been used in the space shuttle program. And NRL space-related research led to breakthroughs in the field of superconductivity, in which electrical current can flow in certain metals, alloys and compounds at below room temperature without any loss of energy. Superconductivity has contributed to impressive advances in electrical power generation and distribution, high-speed mass transportation and in medicine. It is also one of the crucial technologies in the development of magnetic resonance imaging systems. These newly developed systems give doctors a clearer picture of the work-



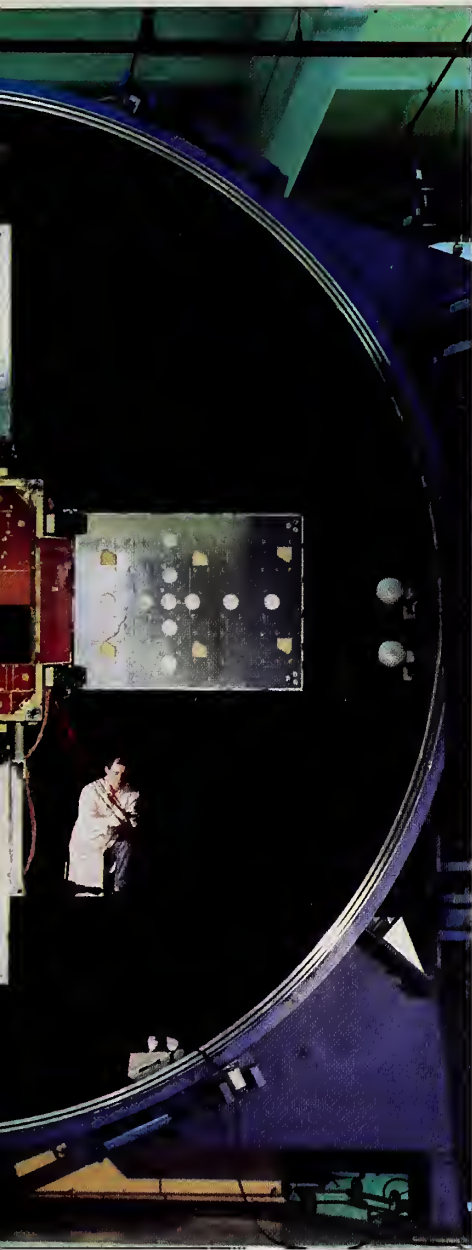
ings of the human body than can be obtained by conventional X-rays.

The list of naval research projects is lengthy and many are classified. Thousands of scientists are engaged in research projects that will affect our children's and grandchildren's lives.

"The Office of the Chief of Naval Research takes a long-term perspective," said Dr. Fred Saaffeld, Director, ONR. "Look at the film 'The Final Countdown', where a supercarrier went back in time to the 1940s. While the premise of the film is unbelievable, it does show the differences in technology that occurred in just 50 years.

"We are thinking about the tools the Navy will use in the years 2030 to





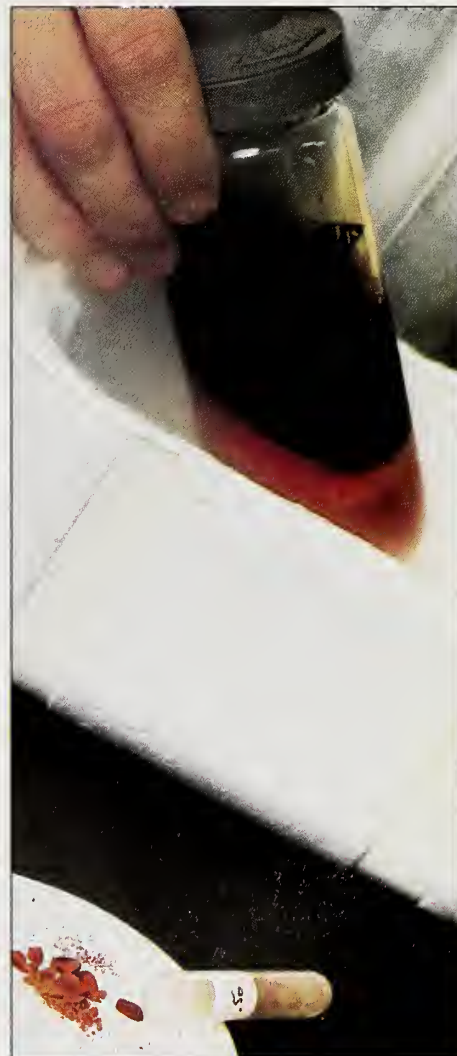
**Above:** A P-3 aircraft runs a field test over the Chesapeake Bay. **Right:** Freeze-drying a sample of the LEH blood surrogate.

ventors, like Da Vinci who foresaw the helicopter, has been hampered by changing attitudes among students. "Finding those people has become more difficult because of the decreasing number of Americans getting interested in science."

The relationship between ONR and its scientists in labs and universities is based on the common goal of making each sailor's stay at sea more enjoyable and safe, while providing him with the most advanced equipment to perform their mission and make that stay successful.

"I'm sure that sailors of the 21st century will be surprised by the technology they get to work with," Saaffeld said. "But we don't want those same sailors surprised by their adversaries' tools and capabilities."

During the past 50 years, Thomas Edison's concept of a place where government scientists could explore the boundaries of technology for the good of the country has become a reality. Who knows what concepts the modern-day Edisons at the Naval Research Lab will turn into reality in the next 50 years? □



2050," he said. "The differences between what's in use today compared to what they'll use in the future will be just as pronounced as they were in that film."

To put that amount of time in perspective, Saaffeld said, "We are working to give the best technology to the admirals of the fleet of the future. Some of those men and women aren't even in high school today."

ONR provides funding to scientists at universities and to industry and government laboratories across the country.

"We are looking for the next Leonardo [Da Vinci]," Saaffeld said. ONR's search for future visionary in-

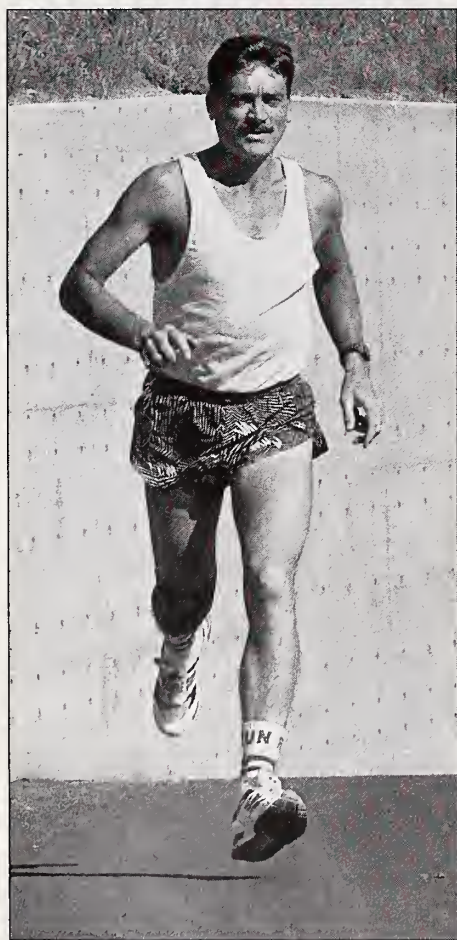
*Bosco is assistant editor of All Hands. Savell and Boyd are photographers at the Naval Research Laboratory.*



# Marathon man

*Smoking vs. running: trade one habit for another.*

Story and photos by PHC Chet King



Light on his feet, YNCM Woody runs 10 miles a day. He has run five marathons since he gave up smoking four years ago. Woody is the Personnel/Administrative Officer for Submarine Squadron 3 at Submarine Base San Diego.

Running away from a problem is normally not the best solution in dealing with that problem. But Master Chief Yeoman (SS) Don Woody started running for his life after he gave up smoking four years ago.

"I was a two-pack-a-day smoker when I quit cold turkey and started running," said Woody.

"I really credit my wife Joanne for getting me out there running," he said. "She was after me for a long time to quit smoking. I had heard running was a good way to kick a nicotine habit. It was difficult at first, but my wife was very supportive."

Woody, the Personnel and Administrative Officer for Submarine Squadron 3 in San Diego, has run in more

than 90 races and has logged more than 6,000 miles. He is currently a member of the Fleet Feet Running Club at Subbase San Diego.

"I run at least 10 miles a day, four to six days a week — rain or shine," said the 19-year Navy veteran. "A pair of shoes lasts me anywhere from 300 to 500 miles, depending on how hard and how often I pound the pavement."

Since November 1986, Woody has run in five marathons, including this year's 94th Boston Marathon.

"My first marathon was the Marine Corps Marathon in Washington, D.C.," he said. "I qualified for Boston by running a time of three hours, eleven minutes in the San Diego Marathon last December."







Woody has logged more than 6,000 miles since he took up running. Before every run, he does stretching exercises to warm up.

"Running in Boston was a tremendous experience. It was 26 miles of cheering spectators. In some places the crowd noise was so loud I couldn't hear my feet hitting the pavement," Woody said. "I was in the pack of 10,000 starters about a mile from the starting line. It took me 40 minutes to run the first five miles. My official time was 3:13:18, though my start to finish line time was 3:10:05."

"The experts say that the human body wasn't built to run over 20 miles. That's why a 26-mile marathon is a real test of endurance," he said.

He watches his diet closely.

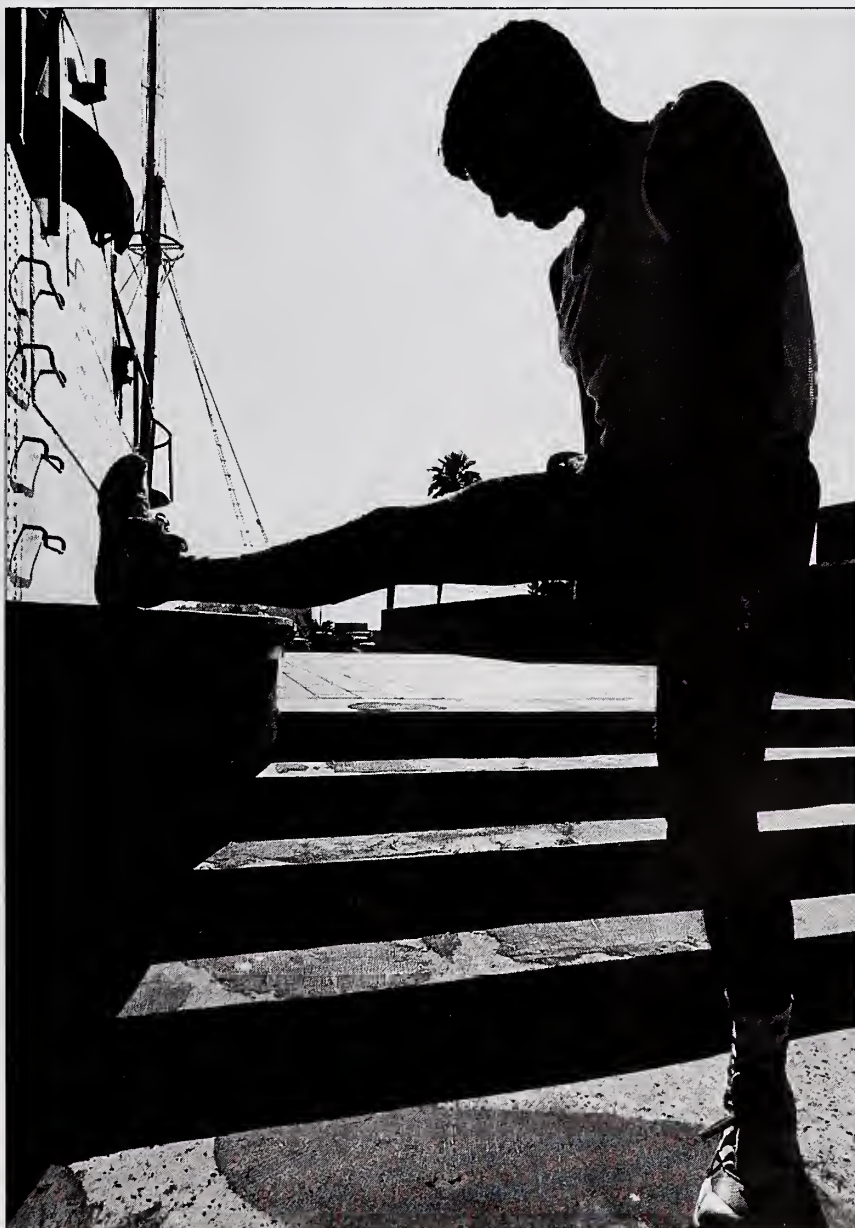
"I take in a lot of carbohydrates from fresh fruit and vegetables," he said. "I'll eat lean beef once a week and I stay away from fast food."

Woody's enthusiasm for running and fitness has rubbed off on some of his fellow chief petty officers.

"Five of us recently ran a marathon relay, the San Diego Ekiden Race," he said. "We finished in a respectable time of three hours, 25 minutes."

"Every time I run," said Woody, "I set a new personal record. My next goal is to run 10 kilometers in 37 minutes on my 40th birthday in January. After that, I hope to run a marathon under three hours. The way I feel now, I could run forever." □

*King is assigned to Fleet Imaging Command Pacific, NAS North Island, Calif.*





# Surprise inspection

## Shenandoah crew "turns to" for propulsion exam.

Story by JO3 Janet Garrett, photos by PH3 Carol Lewis

It was a surprise when the crew of USS *Shenandoah* (AD 44) received word of a short-notice Operational Propulsion Plant Examination while enroute from Boston to Norfolk. All hands "turned to" to ready the ship for inspection.

The Commander in Chief, Atlantic Fleet, Operational Propulsion Board, led by CAPT Dick Branum, arrived by helo while *Shenandoah* was anchored in Chesapeake Bay. The board members immediately briefed the crew on the examination requirements and *Shenandoah* crew members in turn briefed the Board on the status of all their equipment.

"Only 25 percent of Navy ships get short-notice OPPEs," said CAPT Pat Shepherd, *Shenandoah's* commanding officer. "This is an especially tough exam for tenders due to our lack of at-sea time when we are not deployed. We have only had 11 at-sea days since returning from the Med in November. Our engineers have to train at night in port so we don't interrupt our tending of customer ships."

All repair ships are required to pass all fleet operational exams. "Our inability to get to sea just means these crews have to do it right the first time, every time," said Shepherd.

The board members, dressed in navy blue coveralls and yellow turtle-necks, dispersed throughout the ship with the responsible division officers, chiefs and leading petty officers to



examine the propulsion plant and all of the installed damage control and fire-fighting equipment. The board must give the ship a "cleared for unrestricted operations" prior to starting the operational phase of the examination.

"In a short-notice OPPE you get a maximum of 96 hours notice," said *Shenandoah's* Chief Engineer, LT Julia

Roos. "That's not a lot of time."

With rag and flashlight in hand, CAPT Branum accompanied CAPT Shepherd on a tour of all the spaces. The senior examiner stopped frequently to ask questions, make suggestions and explain procedures to the men and women in the spaces.

While the senior officers made their





Left: *Shenandoah* crewmen get ready for short-notice OPPE evaluation. Above: Hoseman DC3 John Lucas prepares to enter a main-space fire. Inspections and exams help keep Navy ships and sailors operationally ready.



Inspectors (l-r) LT Dick Clemmons, LCDR Dave Bell and DCTT's senior observer, DCCS(SW) Robert Flick, take a thorough look at the oxygen breathing apparatus from Repair Locker 5.

rounds, other members of the team inspected their assigned spaces. LCDR Dave Bell and LT Dick Clemmons carefully went through the engine-room. LCDR Dave Morel and LT Dave Wagnon scrutinized the fireroom. LT Bill Swett launched an exhaustive review of the ship's training records to determine the crew's qualifications.

The Propulsion Board's main objective is to ensure that the ship's equipment is maintained in a safe operating condition and that the crew is sufficiently trained to handle both routine and casualty control operating procedures.

"We are here for more than just an inspection. A lot can be learned. We are much more operationally oriented than materially oriented," said Branum. "Our main purpose is to further the engineering readiness of the fleet."

The foundation of any solid engi-

neering organization is built upon its administrative and training programs.

The inspection team put *Shenandoah*'s engineers through their paces as they examined the lube oil program, the fuel oil program, boiler water chemistry and the evaporator logs. Personnel safety and health programs take high priority, especially the heat stress and hearing programs. *Shenandoah*'s Hospital Corpsman 1st Class (SW) Robert Wickboldt Jr., the winner of the Preventive Medicine Technician of the Year award, maintained and managed these programs in excellent condition.

With the passing nod from the board, it was time for *Shenandoah*'s crew to swing into action, and action it was.

"We have a saying in engineering," said LT Roos, "We're pullin'." We were certainly pullin' during OPPE!"

Pulling their share of work was the

Engineering Casualty Control Training Team and the Damage Control Training Team. Their job is to construct the training scenarios, implement drills, act as safety observers, critique drills and correct any errors during a drill.

When the inspection team is on board, the two training teams get a critical review. The board must certify them as capable to conduct training across a broad spectrum on a continuous basis, which ensures the crew's competence.

Senior Chief Damage Control Technician (SW) Robert Flick, DCTT's senior member, explained, "Before a drill begins, the team discusses how



# Surprise inspection

**Fireroom team conducts loss of control casualty drill during OPPE evaluation.**

the drill will be run, who will be stationed at key locations and safety factors that may arise."

Flick reiterates what is expected of the repair lockers and firefighters. "After the drill we go back and explain the strong and weak points of the exercise and take the necessary corrective action with the crew."

During the examination, the inspectors directed that a lube oil leak in the engineroom would flash into a difficult "Class Bravo" fire. The ship's Damage Control Team and the crew raced to general quarters as the engineroom crew evacuated the space.

The board ensured the ship's Halon system failed to put out the engineering space fire. This meant that the crew had to enter the space and fight the fire.

"This was one of the best fire drills we have had," said Hull Technician 2nd Class (SW) Michael Barfield. "The fire party responded quickly and knew what they were doing. The training we have had in the past paid off. Only a few minor discrepancies were noted."

"As long as the ship's training teams notice the discrepancies and point them out to the crew, then we are showing the inspectors our ability to train," said Flick. "We always critique a drill and give constructive criticism. We have also found that consistency in training is a big help."

The board agrees with the senior chief about training.

"We put quite a bit of emphasis on the command's ability to train its people," said Branum. "It is up to each department to bring an 'unsat' condition through the chain of command. It is important that the crew knows how to report material deficiencies through the chain of command."

As the exam wore on, each watch team in the engineroom and fireroom



was asked to perform routine watch evolutions, such as shifting pumps and handling imposed casualties.

The OPPE concluded with written and oral exams for all three engineering watch sections. Meanwhile, others were busy bringing the plant to a maximum steaming condition, resulting in a successful full-power run.

Attending his third OPPE was Engineering Officer of the Watch, Machinist's Mate 2nd Class John Parker.

"There were various questions on programs, such as main space fire doctrine, restricted maneuvering doctrine and cross-rate knowledge in the boiler technician, electrician's mate and machinist's mate fields," said Parker. "I think all three sections did very well."

*Shenandoah* received an above average score in materials and administration and an overall average for the examination.

"Obviously I'm very pleased with the crew's performance," said CAPT Shepherd. "I would prefer all examinations to be no-notice or short-notice. I get professional inspectors in here to

let me know if there are any problems we have not seen.

"The bottom line here is readiness. The ship, the crew and all the systems have got to be safe and ready to go whenever I need them, not just when an inspection team is aboard.

"If you maintain standards, everyone benefits, especially the young sailors who learn early how to do it right the first time," Shepherd said. "I hope my junior people are more worried about their leading petty officers watching them than the Propulsion Board."

The morning after *Shenandoah* steamed back to Norfolk, a message was received:

"The results of your short-notice OPPE are noted with professional pride. This performance is indicative of a well-trained and motivated crew. Please extend my heartiest congratulations to your crew." — VADM Joseph S. Donnell III, Commander Naval Surface Force Atlantic Fleet. □

*Garrett and Lewis are assigned to USS Shenandoah (AD 44).*



# POW Museum

*Exhibit teaches recruits about past sacrifices.*

Story by JO1 Lee Bosco, photos by Sharon Norrod

Each year at this time, television, magazines and newspapers rediscover the POW/MIA issue and pay special attention to the sacrifices made by some American service members in defense of our way of life. Sept. 21 is the day set aside to pay respect to those men and women captured and missing in war.

Soon after that day, the media casts the spotlight on other issues and the memories of those sacrifices are put away until next September.

One Navyman has gone to great pains to try to change that attitude. Chief Warrant Officer 2 Mike Clark is the curator of Recruit Training Com-

mand's POW/MIA museum, in San Diego. The collection, the largest of its kind in the United States, has hosted more than 300,000 visitors since opening four years ago.

"Originally, the idea was for the museum to be an educational tool to teach new recruits about the code of conduct," Clark said, "but it has reached a large civilian audience. More than 55,000 families visit each year to learn about POW experiences from World War II, Korea and Vietnam."

Four years ago, however, the museum was nothing more than a notion.

In 1986, Clark was working at recruit affairs, Recruit Training Com-

mand, San Diego.

At the time he was reading a book about Vietnam-era POWs. Clark left the book on his desk where a curious recruit began reading it.

When Clark came upon the young man reading the book he was confronted with a shocking statement. "I didn't know we had prisoners of war in Vietnam!" the recruit said.

Clark remembers the surprise he felt about the recruit's ignorance of recent military history. "I thought if these kids, who've joined the military, don't know about what went on, our schools are doing a poor job of teaching them.

"It shocked me," said Clark. "With all the films and recent exposure to the Vietnam experience, you would think that most young people know at least a little bit about Vietnam. You couldn't be more wrong."

This led Clark to conduct a diagnostic survey of 1,000 recruits. "The kids confirmed my suspicions — they knew nothing about the war," he said.

From that point, "things kind of took off on their own," he said. "When we decided to provide a place for artifacts gathered by families of the missing [in action] and prisoners, the response was overwhelming."

**Recruits examine a World War II newspaper article at the POW Museum at RTC San Diego.**





# POW Museum

Clark contacted concerned groups and individual family members in the hope that they could provide items for exhibit, but it wasn't until he contacted one of America's most famous prisoners of war that the project gained credibility.

ADM James Stockdale donated photographs of himself as a prisoner as well as the actual San Diego Union newspaper article, from 1966, listing him as a prisoner of war. Clark also gives credit to Stockdale's wife Sybil with a large part of the museum's success.

"When we were trying to get this thing started and I would run into problems, Mrs. Stockdale was never too busy to make phone calls and smooth things out," Clark said. "Her 'golden advice' was invaluable to the project, and just the fact that the Stockdales were involved gave the museum added credibility and opened lots of doors for us."

Although mementos from the three wars of the past 45 years are on display, what may be the most unique story told at the museum belongs to a Vietnam-era prisoner, Doug Hegdal. He is the only Navy enlisted man to be held prisoner by the Viet Cong.

As an 18-year-old seamen apprentice, Hegdal was swept over the side of his ship, USS *Canberra* (CAG 2). He spent five hours adrift in the waters of the Gulf of Tonkin without any flotation device.

"Believe me, I was grateful to the fishermen who plucked me out of the water," Hegdal said. "But they promptly turned me over to the militia and things got worse from there."

A stay in the infamous "Hanoi Hilton" prison was difficult for seasoned veterans to handle. But to Hegdal, with only five months in the Navy and five weeks aboard his ship, the prospect was inconceivable. "The only thing I

knew about being a prisoner was from a short slide show at boot camp on the code of conduct," he said.

He was a mystery to his captors, because he knew nothing. The Viet Cong, familiar with captured Navy pilots, never had a Navy enlisted man in their grasp.

"I'm sure, at the beginning, they went out of their way to make my torture more painful because they thought I was resisting," Hegdal said. "But the truth is, I didn't *know* anything to tell them."

During two years in captivity, Hegdal spent time in three notorious POW camps — Hanoi Hilton, the Zoo and the Plantation. He memorized the names of more than 260 fellow prisoners and upon his release provided the American military forces with those names, plus detailed information about the treatment of prisoners and locations of the camps.

"I remember the last message I received before being released," he said. "Tapped in code it read — 'Blow the whistle on the bastards. The squeaky wheel gets the grease.'"

"Doug was the first to donate his personal belongings to the museum,"

said curator Clark. "He gave us, among other things, his toothbrush and soap. But, it's been the advice and support he's donated that really make the museum a first-class memorial."

Clark suspects that a strong reason for Hegdal's involvement is the fact that, due to its location, each new recruit gets to see the museum. Hegdal, who has been an instructor at the Navy Survival, Evasion, Resistance and Escape School for 16 years, says that, because of Clark's efforts, "recruits know a heck of a lot more about the treatment of prisoners than I did when I reported to the fleet."

"Because he was so young when he was captured," said Clark, "I think he wants new recruits to be well-educated about what can happen to them before



**Right: The faces of prisoners line the walls of the museum. Above right: Cigarettes, soap, spoon and matches from Vietnam POW camps.**



they hit the fleet. Doug had to find out the hard way."

Other POW eras are well represented in the museum. World War II artifacts are displayed next to the communist-made uniform CDR Lloyd Bucher wore upon his release from North Korea. Bucher was Commanding Officer of USS *Pueblo* (AGER 2) captured off the coast of North Korea in 1968.

Focusing on the different POW experiences from the various wars and different locations, the museum illuminates the degrees of difficulty faced by American POWs.

"The Korean experience has been under-publicized," said Clark, "while,

in many instances, the World War II era has been over-romanticized. And Vietnam-era POWs have been portrayed poorly in films and on television."

To prove his point, Clark compares films depicting World War II POWs to more recent movies portraying Vietnam POWs.

"Captured Americans in the European theater are always pictured as strong, resistant, tunnel diggers, brighter than their captors and lining up to escape," Clark said. "On the other hand, Hollywood's view of the Viet Cong's prisoners as submissive, helpless and cowering is just as fictional."

In reality, the POWs in Vietnam had to be as resourceful as those in Europe just to survive, according to

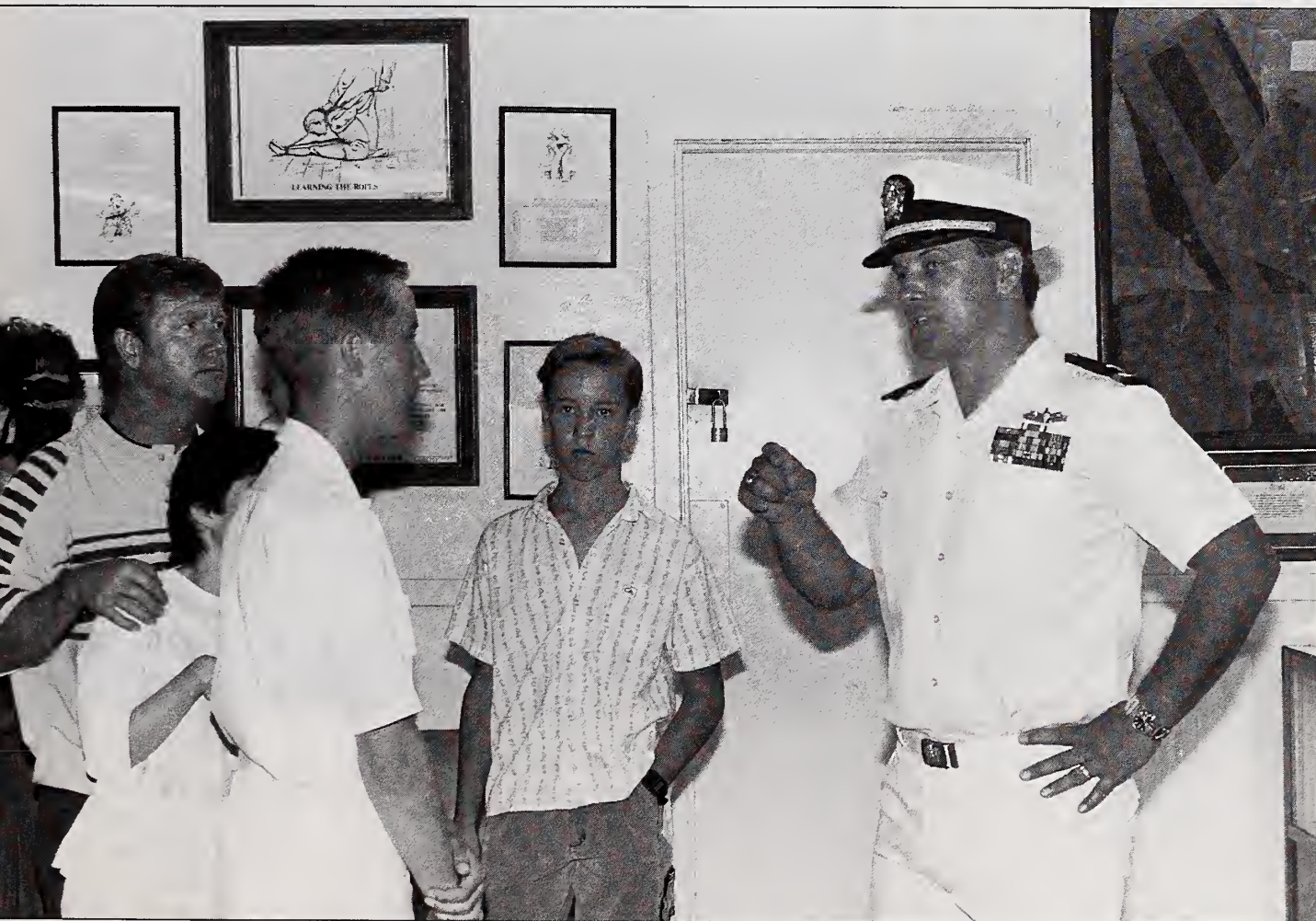
Clark. "Remember the odds for escape in Europe — where most servicemen could blend in, visually, with the civilian population — were far more favorable, but the Vietnam POWs never stopped plotting their escapes."

Clark wants the museum to be used as an educational tool — to give new generations the opportunity to learn about each other's trials and sacrifices.

"It would be wrong to let ourselves forget about these people," Clark said. "We should learn from their experiences, and hope that no more Americans are taken prisoner in any other times of trouble." □

*Bosco is assistant editor of All Hands. Norrod is assigned to PAO, Naval Training Command, San Diego.*

**Below: CWO2 Clark guides a family through the museum.**





# Operation New Life

## Guam commemorates 15th anniversary of Vietnamese refugee evacuation.

Story by JO2 Kerry Boehm

At a recent anniversary ceremony commemorating the fall of Saigon and the subsequent evacuation of thousands of Vietnamese, emotions were evident in the faces of the people in the Vietnamese Association of Guam.

As they stood, heads bowed, for the anthems of the United States, Vietnam and the Guam Hymn, sadness and tears showed on everyone's faces.

Heiu Nguyen, president of the association, spoke for his fellow expatriates: "The communists could win the war, but they couldn't win the people."

It has been 15 years since Saigon, now Ho Chi Minh City, fell to the North Vietnamese. The U.S. military helped evacuate thousands of Vietnamese, almost all of whom passed through Guam as their first step toward a new life. The influx of refugees doubled the island's population almost overnight in an immense enterprise named *Operation New Life*.

Throughout the Vietnam War, Guam had been an important staging area. Ships were repaired, refueled and restocked there. Military personnel came for medical treatment, as well as rest and recreation. B-52s operating out of Andersen Air Force Base carried out conventional bombing, direct air support and interdiction missions. More than a dozen U.S. Navy ships made Guam their home port.

By April 1975, when the Viet Cong started to close in on Saigon, it became apparent to everyone involved that the fall of the city was certain. Messages



Photo by PH1 Clyde M. Dunn

and calls were anxiously passed back and forth between Washington, D.C., and the American Embassy in Saigon. Evacuation of U.S. personnel and Vietnamese employed by the U.S. government was of the highest priority.

At 3:15 p.m. on April 23, the first plane carrying 202 Vietnamese and Americans arrived at Andersen Air Force Base. Within 60 hours, almost 18,000 refugees had landed on Guam.

Aircraft were arriving on Guam at





Preceding page: Tent camp on Orote Point. Left: During the fall of Saigon, "Tent City" became home to thousands of Vietnamese refugees as they made their journey to a new life.

stayed near that peak for several weeks.

"When it became evident what had to be done, everybody worked. It seemed that no one got any sleep," he continued. "I remember one really important message that came to us from off-island. It said to respond before close of business. RADM Morrison's reply was, 'There is no close of business on Guam.'

"What impressed me most," he said, "was how every member of the staff and the other commands on Guam rose to meet the challenge. Each and every one showed initiative, drive and good judgment."

More military personnel, other than the 9,000 already stationed on Guam, would be needed to prepare for and process the evacuees.

More than 65 commands throughout the Pacific sent people to help with the operation. On Guam, leave and vacations were terminated and all personnel were recalled to work. All but the most vital tasks were suspended, with everyone committing their time and skills to the operation.

Thirteen camps were eventually prepared on the island to house the refugees. Naval Station's Orote Point and the old Naval Hospital Annex compound located on Asan Point required the most work.

Seabees bulldozed 600 acres of tangled jungle growth and coral rock to make way for the construction of a tent camp on an abandoned airstrip on Orote Point. Crew members of USS *Hector* (AR 7) and USS *Proteus* (AS 19) helped Seabees put up some 350 tents per day. More than 20 miles of water pipes for drinking and showers were laid in addition to miles of electric and



U.S. Navy photo

Commander of U.S. Naval Forces Marianas, was responsible for the housing and feeding of this enormous number of people.

Morrison's staff looked at how a large influx of people would affect Guam in four areas: health, food, environmental impact and weather, or rather, contingency plans for the possibility of a tropical storm or typhoon.

In the early days, as they were inundated by refugees, the Navy and Air Force operated under crisis management. But in record time, Morrison had his staff planning and operating well-defined, pertinent areas: legal, public affairs, operations, administration and personnel, construction and logistics, finance, medical, food, shelter, morale, education, site location, site requirements and supply support.

"As things came up, we acted," said CAPT R.H. Wytenbach, now chief of staff for ComNavMar. At the time of *Operation New Life*, he worked as the special assistant for Guam civil matters at ComNavMar. "When we were first told about the refugees coming to Guam, we thought only 5,000 would be on-island at any one time. Instead, they backed up on Guam due to a delay in getting mainland camps organized.

"So, we had to do some major regrouping," explained Wytenbach. "Within three weeks we peaked at 50,430 refugees living on Guam and it

the rate of approximately one every 25 minutes and flights were being received alternately at both the air base and Naval Air Station, Agana.

On April 29, *Operation Frequent Wind* was launched in the South China Sea. Helicopters from 7th Fleet ships flew to rooftops in Saigon, extracting the last of the U.S. citizens, foreign consular officials and some senior officers of the South Vietnam government. Flotillas of small boats and rafts loaded with people streamed out to American cargo ships offshore. Ship's crews labored for days picking up refugees from these craft, transferring them to larger ships bound for Guam.

The U.S. government initially estimated that approximately 200,000 evacuees would be passing through Guam. Eventually, 111,919 were supported on Guam for some period of time. RADM G. Steve Morrison, then-



# Operation New Life

telephone cables.

Seabees and Public Works Center employees estimated it would take their people 10 days of around-the-clock work and half a million dollars to fix the minimum necessities for the refugees.

Camps for thousands were established on U.S. Navy installations, but more shelter was needed.

"One of my early taskings," CAPT Wyttenbach said, "was to go out and find other places for these refugees to stay. Fortunately, one hotel was completely vacant and some construction companies had Butler buildings available that were normally used for housing temporary workers.

"I also had to ask these companies to absorb the cost of feeding the refugees until we could get our own food service system in place and get funds from D.C.," he continued. "In fact, the government of Guam graciously paid our bills until we got funds from Washington.

"As the population of refugees grew, so did the number of volunteers," he said. "It seemed like all wives and dependents of military personnel, as well as all the local citizens on the island, were helping out in one way or another." The Red Cross also provided assistance, he said.

"Admiral Morrison went on television several times to ask for volunteer efforts," continued Wyttenbach. "One of the first calls was for teachers. Volunteers taught hygiene, reading, writing, math, geography and English. One time the admiral asked for chopsticks. Thousands of chopsticks arrived from everywhere!"

There were eight field kitchens in use at Tent City alone. On an average day, nearly \$64,000 was spent on ham, pork chops, canned meat, rice and other food stuffs.

"I remember the first night we cooked rice for the Vietnamese," said Wyttenbach. "They wouldn't eat it. We had to teach the cooks how to cook sticky rice, not flaky rice."

A former refugee recalled his experiences. "I had one day to get out of the capital," said Dao Duc, whose home was Saigon and who now is a resident of Guam. "I was a merchant marine and a navy reservist. I knew if I was captured by the VC it would be bad for me. I got on a ship on April 29 before the communists blocked the river and we got out just after the new president surrendered on April 30. First I went to



U.S. Navy photo

**A Vietnamese Air Force VH-1 helo arrived on USS *Midway* (CV 41) with the pilot's entire family aboard.**

Singapore and then Subic Bay. I arrived on Guam June 2."

Tony Hua escaped from Saigon at the age of 14 with his older brother and his brother's son. He arrived on Guam April 24, 1975, and stayed at Camp Asan for more than four months.

"I guess I was one of the lucky ones," Tony said. "My brother worked for DAO [U.S. Defense Assistance Office], so we left Vietnam with no problem. I was pretty young and innocent then — I didn't understand what was going on in my country except it was at war.

"Before I left, I went down to the southern part of Vietnam to visit my brother. I remember he had this big map and was jotting down villages and cities that were lost through communist aggression," he said. "It seemed like the communists were beginning to dominate all of my country.

"My brother pushed me to go back to Saigon because it was too dangerous. On my way back, I saw a lot of

dead VC stacked in piles alongside the road," said Hua. "I didn't know what was going on. When my brother took me on the C-130, I thought we were just going to stay somewhere for a little while and then go back home.

"Once I got here, I was glad I left Vietnam to go to the country of milk and honey. I looked forward to the freedom and challenges that I would face," he said. "I owe a lot to the U.S. military who helped us evacuate and gave us safety and support. It wasn't hard to adjust. You learn resistance and tolerance so you can survive. Everyone treated us well and were willing to help us. The hospitality was great."

During the evacuation, churches on Guam assisted in distributing an estimated 30 tons of relief material to refugees. Others donated clothes and other necessities. Gifts of candy and cigarettes were given through holes in the fences.

"With the influx of refugees, we had to find ways to keep them occupied and keep their minds busy to make the wait go easier," said CAPT Wyttenbach. "We initiated education, sewing classes and water activities. We organized the Vietnamese boys who had been boy scouts and had them help monitor lines and assist the elderly. We even permitted those at Camp Asan to leave their camp to watch the Guam Liberation Parade. All the parade reviewers had a great day of 'town liberty' and returned safely to the camp that evening."

In August 1975, four months after the first planeload of refugees landed on Guam, the last outbound flight headed for U.S. refugee centers state-side.

Even though the guns have long since been silenced, the pain, loss and memories still linger on as the Vietnamese refugees continue the struggle to rebuild their new lives. □

*Boehm is assigned to PAO, Commander, U.S. Naval Forces Marianas.*



## Spotlight on Excellence

# Beat the heat...

### *Certified firefighter teaches survival skills.*

Story and photo by PHC Tom Howser

In the male-dominated field of shipboard firefighting, Hull Technician 3rd Class Amy L. Ferrer has more than held her own. Ferrer, a Navy reservist, is the first Navy woman to be certified as a shipboard firefighting instructor

at the Navy's firefighting school at Treasure Island, San Francisco.

"I'm really proud to be an instructor here. Working at the fire school is exciting, challenging and extremely rewarding," Ferrer said. "It's thrilling to be in the center of activity — the fire is on one side, your students are on the other — depending on you for their safety. The unbelievable intensity of the exercises gets my adrenaline flowing. I love it!"

A shipboard fire is one of the worst potential disasters that could befall any ship's crew. The Navy firefighting school on San Francisco Bay trains 12,000 Navy and Coast Guard personnel annually to fight these fires, save lives and preserve the integrity of their ships.

Ferrer, a drilling reservist with the Navy Technical Training Center unit at Treasure Island, joined the Naval Reserve four years ago.

"A friend talked me into visiting the fire school. I loved the excitement of the activity here," said Ferrer, "so I joined."

Ferrer passed the oral examination board while performing two weeks of annual active duty for training at the Treasure Island facility to become the first woman to be certified at the school. In addition, she is the youngest, as well as the lowest ranking petty officer, to accomplish this feat.

"Petty Officer Ferrer's success is due to her personal dedication and her drive," said CDR Stephen Luehe, the executive officer of the Naval Reserve training unit to which Ferrer is assigned. "She spent countless hours studying books as well as taking many days of personal time to train at the fire school."

As a civilian, Ferrer majors in fire science at Chabot College in Hayward, Calif.

Of her future, she says, "I'll be a civilian firefighter, too. I won't settle for anything else." □

*Howser is assigned to Naval and Marine Corps Reserve Readiness Center, Treasure Island, San Francisco.*

**HT3 Ferrer shows a student how to check for leaks in his oxygen breathing apparatus.**





# Bearings

## America's CO is 'principal for a day'

The halls overflowed with carnival colors; finger paintings, poems, stories and drawings adorned the walls. A carefully constructed "USS Goodship Lollipop" lay at anchor in the lobby area as bright morning sunlight shone through the windows revealing waiting desks, chairs and blackboards.

The silence was broken by excited laughter as children crowded off their buses and toward the door, eager to give their "principal" a "high five."

The enthusiasm was understandable. This was not an ordinary day at Brookwood Elementary School. The marquee in front of the school read: Welcome Captain John Mazach from USS America.

Recently at Brookwood Elementary School in Virginia Beach, Va., the commanding officer of the Norfolk-based aircraft carrier USS America (CV 66), CAPT John J. Mazach, began his day as acting principal. At the same time, in the Norfolk Naval Shipyard Joseph D. Badali, Brookwood's real principal, was beginning his experience as "Captain" aboard America.

The two men exchanged places for one day as part of the Virginia Beach School System's Adopt-a-School program.

America sailors often come to assist Brookwood in the classrooms or with school activities. The program gives children a positive influence through the sailors' interaction with them.

Mazach explained that although America is involved in the program to help the children, he feels it is mutually beneficial.

"My sailors also benefit from these visits," said Mazach. "They often return to the ship with a greatly improved attitude — they're 'pumped-up' over their experiences helping the children."



Photo by PHAA Terry Horn

One thing the children got out of the day was answers to their questions about life aboard an aircraft carrier. As Mazach visited classes he answered questions ranging from "Do you eat?" to "Do you make not-nice people walk the plank?"

Mazach answered all their questions and participated with the students in school activities. At recess, the captain played kickball, finger-painted pictures of flowers and ate with the students.

The children also enjoyed presenting Mazach with poems, stories and pictures prepared just for the occasion. In the morning the children performed a skit called "Goodship Lollipop," highlighting a tap-dance routine by second-grader Hope Aluning.

"The children really felt appreciated today," said Brookwood's art specialist Janet France. "Positive interaction is very important at their age. When someone shows them special attention they love to give it in return."

Mazach said he would consider a second career in education when he retires. "A commanding officer and a principal are both in the people busi-

**CAPT Mazach attempts to trade his lunch choice of chef's salad for his neighbor's ice cream sandwich.**

ness, and I enjoy working with people," he said.

The Brookwood staff showed their appreciation for Mazach's participation. Upon Badali's return from his day as a CO, he presented several gifts to Mazach, including a framed photo of the school and a coffee mug inscribed "acting principal."

The acting principal joined the real principal in a bus ride with the children at the end of the day, complete with all the bumps, noise and calamity of a typical school bus. As the last child left the bus, she turned and asked Mazach to sign her picture of the ship, his last task as principal of Brookwood Elementary School.

The little girl clung to her signed picture as she jumped off the bus with an armload of books, and sprinted to her mother to tell about a not-so-ordinary day at school. ■

— Story by JO3 Paul B. Wallen Jr., Public Affairs Office, USS America (CV 66).



# Bearings

## Eisenhower pilot flies *Hornet* into history

On a history-making cruise celebrating the centennial of former President and General Dwight D. Eisenhower's birth, a pilot from one of USS *Eisenhower's* (CVN 69) squadrons made a footnote of his own in naval aviation history books.

LCDR Randy "Claw" Causey, a pilot from Strike Fighter Squadron 136, set a naval aviation milestone when the plane he was flying logged the one-millionth flight-hour for the F/A-18 *Hornet* and his own one-thousandth hour in the jet.

VFA-136 is one of 35 Navy and Marine Corps squadrons that fly the *Hornet*, and one of two in Airwing 7 aboard "Ike" as part of the U.S. 6th Fleet in the Mediterranean Sea.

All total, there are more than 900 of the planes in service around the world, serving in the Navy, Marine Corps, NASA and the armed forces of Canada, Australia and Spain.

Causey has been flying with the VFA-136 "Knighthawks" since 1988 and has more than 2,200 flying hours, many logged in the *Hornet's*

predecessor, the A-7 *Corsair II*.

"The difference between the planes is like night and day," said Causey. "The *Hornet* is the best maneuvering airplane in the world."

Compared with the A-7, Causey said the F/A-18 is a "real forgiving airplane, but it still comes down to personal skill when it's pilot vs. pilot in air-to-air encounters." ■

— Story by JO2 Gerald Harris, Public Affairs Office, USS Dwight D. Eisenhower (CVN 69).

## Sailor has special interest in Project Handclasp

Several sailors and Marines on USS *Peleliu* (LHA 5) recently traveled to Morong, Republic of the Philippines, on a Project Handclasp mission. They delivered books, clothing and medical supplies to the refugee center there.

The center, which cares for about 16,000 Vietnamese, Cambodian and Laotian refugees, holds a special interest for a few of *Peleliu's* crew members. One of those is Electrician's Mate 2nd Class Phuong Bui, who, as it happens, is also a refugee from Vietnam.

Bui's passage to the United States was similar to other refugees. His mother made arrangements with someone who owned a boat. The boat owner smuggled Bui to the boat and Bui arrived in Thailand three days later.

"I came to the camp, and all I had were my shorts," Bui said. "We were lucky, though — we got there."

Upon arriving in the refugee camp, Bui was asked where he wanted to live. He simply replied that he would go wherever he would be accepted.

"About eight months later," said



Photo by PHAN Michael Wheldon

**Bui hands books to a shipmate for delivery to refugees.**

Bui, "the United States embassy people came down and said, 'We accept you to the United States, because you've stayed in the camp too long.'"

Bui lived with a sponsor in Little Rock, Ark., for six years, learning English and doing odd jobs ranging from housekeeping to courier service. Then he turned toward the Navy and his future.

"One day I drove by the recruiting

station and the sign read 'Navy — start your new career,' so I thought I would learn something in the Navy," Bui explained. He stopped to talk with the recruiter and was offered training in a field with a future. "Now I am an electrician," said Bui. "I can go out and be an electrician anywhere."

To the refugees, Bui is a role model — someone who made it and can be looked up to. For Bui, the visit was a labor of love and a chance to relate with his own people.

"At first, I was always with Americans and I spoke English. I was very isolated, and I didn't want them [the refugees] to feel different from me," Bui said.

However, Bui also said that, before long, he had been fully accepted by the other refugees. "It's important, because they're my own people," he said. "They shouldn't feel different from me." ■

— Story by JO2 Siegfried Bruner, Public Affairs Office, USS *Peleliu* (LHA 5).



# Bearings

## Navy Relief Society announces training schedule

All spouses, retirees and active duty personnel are invited to attend the Navy and Marine Corps Relief Society Courses being offered at the locations listed below. There is no charge for the course and child care and mileage can be paid by the Society.

Although the primary purpose of

the course is to prepare Society volunteers, it also provides current information on pay and allowances, Navy Relief policies and money management.

Your knowledge of the military organization and pay system, as well as service life in general, is excellent background for helping military fami-

lies solve the many problems they encounter today. Volunteer opportunities are open; however, attending the classes does not impose any obligation to volunteer.

For more information, contact the Navy Relief office nearest you. □

### September

- 10-14 Quantico, Va.  
Twentynine Palms, Calif.  
Naval Academy, Annapolis
- 17-21 Alameda, Calif.  
Little Creek, Va.  
Miramar, Calif.
- 24-28 Cherry Point, N.C.  
San Diego  
Whidbey Island, Wash.

### October

- 1-5 Bremerton, Wash.  
Camp Pendleton, Calif.  
Mayport, Fla.  
Pensacola, Fla.  
Treasure Island, Calif.
- 2-4 San Onofre, Calif.
- 9-12 Seattle
- 15-19 Key West, Fla.  
Lemoore, Calif.
- 22-26 Cecil Field, Fla.  
Port Hueneme, Calif.  
Point Mugu, Calif.  
Newport, R.I.

### October/November

- 29-2 Honolulu, Hawaii  
Long Beach, Calif.

### November

- 5-9 Guam  
Kaneohe Bay, Hawaii  
Mare Island, Calif.  
Charleston, S.C.

6-7 Earle, N.J.

- 13-16 Barstow, Calif.  
Fallon, Nev.  
Camp Foster, Okinawa

- 26-30 Yokosuka, Japan  
Lakehurst, N.J.

### December

- 3-7 Sasebo, Japan  
South Weymouth, Mass.
- 10-14 Cubi Point, Philippines

### January

- 14-18 Albany, Ga.
- 28-1 Norfolk  
Parris Island, S.C.

### February

- 4-8 Brunswick, Maine  
New River, N.C.  
Jacksonville, Fla.
- 11-15 Key West, Fla.  
Portsmouth, N.H.  
Camp Lejeune, N.C.  
Yuma, Ariz.

- 19-22 Groton, Conn.  
Gulfport, Miss.

- 19-25 Orlando, Fla.

### February/March

- 25-1 El Toro, Calif.  
Meridian, Miss.

### March

- 4-8 Mayport, Fla.  
Pensacola, Fla.
- 11-15 Philadelphia

### April

- 1-5 Memphis, Tenn.  
Rota, Spain
- 2-6 Dallas, Texas
- 8-12 Kingsville, Texas  
North Island, Calif.  
Sigonella, Sicily
- 9-12 Atlanta
- 15-19 Beeville, Texas  
Naples, Italy  
New Orleans
- 22-26 China Lake, Calif.  
Corpus Christi, Texas  
London

### April/May

- 29-3 Holy Loch, Scotland

### May

- 6-10 Bermuda
- 13-17 Charleston, S.C.
- 20-24 Great Lakes, Ill.  
Kings Bay, Ga.  
Oceana, Va.



# News Bights

Some recruits who enter the Navy as "general detail" sailors will have the option of a two-year contract. Seamen, firemen and airmen who enlist under the two-year program will be sent to their ship or squadron immediately after apprenticeship training and will not attend "A" school. After two years, they will be released from active service and will serve six years in the Inactive Ready Reserve.

The two-year general detail sailors will be reservists, with the option to reenlist in the regular Navy for four years with a guaranteed "A" school. To ensure they remain competitive with their peers, those who choose this path and have a record of quality service will receive an automatic advancement upon successful completion of their "A" school training.

The Navy tentatively plans to recruit up to 14,000 two-year general detail sailors in FY91.

\* \* \*

The Soviet *Kara*-class guided missile cruiser *Azov* and *Sovremenny*-class guided missile destroyer *Gremyashchy* arrived at Havana, Cuba, recently. It was the 28th Soviet navy warship deployment to Cuba since 1969.

Supported by the replenishment ship *Genrikh Gasonov*, the Soviet navy surface action group is the first to visit Cuba since 1988. The visit is believed to be intended to show the continuing Soviet commitment to Cuban defense, as well as assert the Soviet navy's ability to operate its forces at will anywhere on the world's oceans.

In this time of reduced East-West tensions, the Soviet Union claims to be reducing its fleet by scrapping many older ships and submarines as part of Moscow's plan to reduce personnel levels and cut the Soviet Union's defense budget.

However, according to a Reuter wire service report from Havana, Soviet navy leaders stated that their navy is improving in quality. RADM Alexander Gorbunov said in a news conference in Havana that the Soviet Union is reducing its navy, while at the same time modernizing it by retiring or scrapping old warships and commissioning more sophisticated models.

\* \* \*

Fifty-five years after loss of the dirigible *Macon*, the Navy's last rigid airship has been found off the coast of Point Sur, Calif., by the submersible *Sea Cliff* (DSV 4).

According to Navy records, *Macon*'s demise came suddenly Feb. 12, 1935, when a gust of wind caused the diri-

gible to lurch violently, tearing the upper fin free and taking the top of the main frame with it. As the fin disintegrated, wreckage punctured several helium gas bags in the aft of the ship, making it too heavy to fly. Two of the 83-member crew died in the accident.

*Sea Cliff*, operating from her support ship, was assisted in the search for the dirigible by historical data and ocean current calculations provided by Naval Postgraduate School professors and scientists from the Monterey Bay Aquarium Research Institute.

\* \* \*

CAPT Marsha Evans became the first woman to take command of a naval station in a change of command ceremony at Naval Station Treasure Island, Calif., in June. Evans is also the first general unrestricted line officer to command a naval station.

Her previous assignment was Chief of Staff for Commander, Naval Base San Francisco.

\* \* \*

Petty officers 3rd and 2nd class who abuse drugs will now be processed for separation after one incident, rather than given a chance for counseling, treatment and retention.

The change to the Navy's drug abuse policy was announced in NavOp 084/90, effective Aug. 1.

Mandatory processing for separation after the first drug incident now applies to all E-4 to E-9 and all officer grades. Abusers are also disciplined, screened for drug dependency and, if diagnosed as drug dependent, are offered treatment through the Veteran's Administration.

In some cases, sailors E-1 to E-3 may get a second chance to reject drug use if they have exceptional potential for further naval service. However, they will be processed for separation if they are involved in more than one incident of drug use.

\* \* \*

The Navy's newest *Los Angeles*-class nuclear-powered submarine was commissioned June 30 at Naval Submarine Base Groton, Conn.

USS *Miami* (SSN 755) is the fifth boat of the "improved" *Los Angeles*-class, the most advanced undersea vessel of its type. The sub's missions include locating and countering surface ships and submarines, reconnaissance, mine planting and operations with special warfare elements.



# Mail Buoy

## Hometown pride

I enjoyed the article by JO1 Lefler, "Abe joins the fleet," that was in the February 1990 issue. However, it has left me puzzled as to what town donated the weight and exercise equipment.

The story stated it was a gift from the people of Murfreesboro, Ill., a town of about 30,000. Sorry to say, but I am not aware of a community by that name in the state of Illinois. Murphysboro, Ill., population approximately 10,000, my hometown, might be the one you were referring to. Or maybe Murfreesboro, Tenn., a town of about 30,000 could be another possible choice. If you could please clarify this possible mix-up for me, I and the residents would appreciate it very much.

— EM1(SW) J.C. Harrell  
USS *Exultant* (MSO 441)

• *This one sure slipped by us. Murphysboro, Ill., did indeed make the donation to Lincoln.* — ed.

## Teamwork between services

I am writing in reference to the June 1990 issue of *All Hands* magazine. Your magazine featured several articles on drug interdiction operations involving cooperation of Navy and Coast Guard forces. I would like to commend your reporting staff on the quality of their work, particularly with respect to the representation of the outstanding teamwork between the services in fighting the war on drugs.

Again, thanks for a job well done.

— RADM W.T. Leland  
Chief, Office of Law Enforcement  
and Defense Operations  
U.S. Coast Guard

## Pictured errors

I enjoyed your articles, "Hot on their trail" and "A smuggler's nightmare" in the June 1990 issue of *All Hands*. Having been a crew member on *Plainview* (AGEH 1), the world's largest naval hydrofoil and a research and development vessel with *High Point* (PCH 1) for the *Pegasus*-class missile hydrofoils, it is always interesting

to see our hydrofoil Navy in action.

I would like to comment on a couple of photographic errors that appeared in the issue. On the cover, Page 19 and Page 27: the jack staff is rigged in the normal upright position. However, since the article depicts the USS *Taurus* (PHM3) on patrol for drug smugglers, shouldn't it be lowered and secured to the deck in the event that use of the 76mm deck gun becomes necessary, especially for a dead-ahead shot? Secondly, why isn't the national ensign flying from the main mast while USS *Taurus* is under way (Page 19) as it is shown with signals flying at sunset (Page 27)? *Plainview* and *High Point* always flew theirs, hullborne or foilborne.

Thanks for your great magazine, which I have enjoyed over these many years, and keep up the good work.

— YN1 Dave Kaeser (retired)  
Keyport, Wash.

• *We checked with Hydrofoil Squadron 2, in Key West, Fla., for the answers to your questions. According to the public affairs officer, lowering the jack staff on a PHM craft also requires lowering of the forward life lines, which is considered a hazard to personnel. Because boardings occur quite regularly during law enforcement operations with the crew on deck, it's safer to keep the jack staff upright. If it's necessary to fire the 76mm gun, the fiberglass staff would offer no resistance to the projectile.*

*In answer to your question about the national ensign, U.S. Navy regulations (Article 1059) identify specific situations in which the ensign must be flown. The hydrofoil photographed on Page 19 was not in a situation where it was required, according to the ComPHMRon 2 spokesman. The hydrofoil pictured on Page 27, however, needed to communicate with other Navy vessels and therefore had signals flying.*

*The spokesman also pointed out that the speed of a hydrofoil quickly destroys an ensign, so flying it only when necessary saves money.* — ed.

## Vreeland also served

I'm stationed aboard the USS *Vreeland* (FF 1068) in Mayport, Fla. I just finished reading your article about *Operation Just Cause* in the June 1990 issue of *All Hands*.

I was very disappointed to see that my ship and crew were not mentioned one time in the whole article. We spent a solid month out to sea cruising up and down the Panama coastline. We stood countless hours of watch and were completely ready at anytime to assist in *Operation Just Cause*.

This is the fourth article I have read about *Operation Just Cause*, and not one of them mentioned the efforts of the USS *Vreeland* and her crew. I don't know if you can do anything to give us some well deserved recognition, but if there is anything you can do, we will all appreciate it. Thank you very much.

— SM3 Brian C. Wardlow  
USS *Vreeland* (FF 1068)

# Reunions

• **USS John W. Weeks (DD 701)** — Reunion Sept. 6-9, Williamsburg, Va. Contact Hal Gross, 29 Shoreview Drive, Apt. 3, Yonkers, N.Y. 10710; telephone (914) 779-4978.

• **105th Navy Construction Battalion World War II Veterans Association** — Reunion Sept. 7-9, Green Bay, Wis. Contact Wayne Linton, West 818 Chrissie Circle, Shawano, Wis. 54166; telephone (715) 745-2389.

• **USS Converse (DD 509)** — Reunion Sept. 11-15, Cherry Hill, N.J. Contact Patti Thompson, 2824 4th Avenue South, Great Falls, Mont. 59405; telephone (406) 452-8800.

• **PBY Catalina International Association** — Reunion Sept. 13-16, New Orleans. Contact James P. Thompson, 1510 Kabel Drive, New Orleans, La. 70131; telephone (504) 392-1227.

• **USS Ludlow (DD 438)** — Reunion Sept. 14-16, Norfolk. Contact Bob Javins, 537 Clark's Run Road, La Plata, Md. 20646; telephone (301) 934-8955.

• **USS Dobbin (AD 3)** — Reunion Sept. 14-18, St. Louis, Mo. Contact Clarence V. Rudd, 1040 N.E. 6th Street, Bend, Ore. 97701; telephone (503) 389-4919.

• **VS 55** — Reunion Sept. 27-30, Dayton, Ohio. Contact Bob Croman, 5014 Elberta Avenue, Canton, Ohio 44709; telephone (219) 494-0673.



# Reunions

•**Battle of Ormoc Bay, P.I., December 1944** — Reunion Sept. 27-30, San Diego. Contact Virgil Hodges, 102 South Lee Street, Whitehall, Pa. 18052; telephone (215) 262-0947.

•**USS Williams (DE 372)** — Reunion Sept. 28-30, Louisville, Ky. Contact W.R. Long, 611 Myers Street, Bucyrus, Ohio 44820; telephone (419) 562-5599.

•**USS Richmond (CL 9)** — Reunion Sept. 10-12, Reno, Nev. Contact Don Lindsey, HC 64 Box 118, Lakeview, Ore. 97630; telephone (503) 947-2987.

•**USS Twining (DD 540)** — Reunion Oct. 3-7, St. Louis, Mo. Contact Bruno Campagnari, 1809 Dugan Road, Olean, N.Y. 14760; telephone (716) 372-1780.

•**USS Uvalde (AKA 88)** — Reunion Oct. 5-6, Nashville, Tenn. Contact Jim Cunningham, 1909 Tipton Terrace, Columbia, Mo. 65203; telephone (314) 445-2880.

•**USS Chevalier (DD 451)** — Reunion Oct. 5-7. Contact Kurt W. Bocian, 24853 96th Avenue South, #1, Kent, Wash. 98031-4802; telephone (206) 854-5190.

•**USS LST 49** — Reunion Oct 5-8, Char-

leston, S.C. Contact Frank Reeves, RR#4, Box 1300, Ava, Mo. 65608.

•**USS Almaak (AK 27/AKA 10)** — Reunion Oct. 5-8, Thibodaux, La. Contact Joseph E. Benedict, 5292 West 52nd Street, Parma, Ohio 44134; telephone (216) 741-3843.

•**USS Monrovia (APA 31)** — Reunion Oct. 10-14, Norfolk. Contact Hilton P. Dana, 3799 South Banana River Blvd., #507, Cocoa Beach, Fla. 32931; telephone (407) 784-0619.

•**USS Euryale (AS 22)** — Reunion Oct. 11-14, St. Louis, Mo. Contact Chuck Vizthum, 9831 Tomahawk Trail, Colowater, Mich. 49036.

•**USS Coghlan (DD 606)** — Reunion Oct. 12-14, San Antonio, Texas. Contact Pat Tanquary, 147 N. Fiji Circle, Englewood, Fla. 34223; telephone (813) 475-6413.

•**USCGC Ingham (W 35)** — Reunion Oct. 15-19, Patriots Point Naval and Maritime Museum, Charleston, S.C. Contact R.M. Carter, 1061 Woodview Drive, Flint, Mich. 48507.

•**USS Charles F. Hughes (DD 428)** — Re-

union Oct. 18-21, Fort Myers, Fla. Contact Richard Burget, 297 Douglas Road, Port Charlotte, Fla. 33980; telephone (813) 625-0962.

•**USS Bagley (DD 386)** — Reunion Oct. 19-21, New Orleans. Contact Walter S. Morley, P.O. Box 608, West Dennis, Mass. 02670; telephone (508) 398-8553.

•**Task Unit 77.4.3** — Reunion week of Oct. 25, Patriots Point, Charleston, S.C. Contact Chester W. Skoczen, 326 North Chestnut Street, Syracuse, N.Y. 13212; telephone (315) 458-4395.

•**USS Charles Carroll (APA 28)** — Reunion Oct. 26-29, Miami, Fla. Contact Harry Hinch, 3604 Sherwood Blvd., Delray, Fla. 33445; telephone (407) 496-1023.

•**USS Cleveland (CL 55)** — Reunion Oct. 30 to Nov. 2, Norfolk. Contact Les Kreger, 4469 Bennett Lane, Virginia Beach, Va. 23462.

•**USS Fred T. Berry (DD/DDE 858)** — Reunion Oct. 12-14, Orlando, Fla. Contact Denis Gordon, 319 E. Main Street, #L-7, Marlboro, Mass. 01752; telephone (508) 485-7261.

## Order form for *All Hands* Magazine

Mail to: Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402

Enclosed is \$ \_\_\_\_\_ ☐ check,  
☐ money order, or charge to my  
Deposit Account No.

\_\_\_\_\_-\_\_\_\_

Order No. \_\_\_\_\_

**MasterCard and  
VISA accepted.**



### Credit Card Orders Only

Total charges \$ \_\_\_\_\_

Fill in the boxes below.

Credit  
Card No. \_\_\_\_\_

Expiration Date  
Month/Year \_\_\_\_\_

Customer's Telephone No.'s			
Area Code	Home	Area Code	Office

Charge orders may be telephoned to the GPO order desk at (202)783-3238 from 8:00 a.m. to 4:00 p.m. eastern time, Monday-Friday (except holidays).

☐ YES, please enter my subscription to *All Hands* magazine at \$15 (\$18.75 foreign) for a one-year subscription. (ALLH) S/N708-009-00000-8

Company or Personal Name

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Additional address/attention line

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Street address

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

City

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

State

ZIP Code

(or Country)

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

PLEASE PRINT OR TYPE

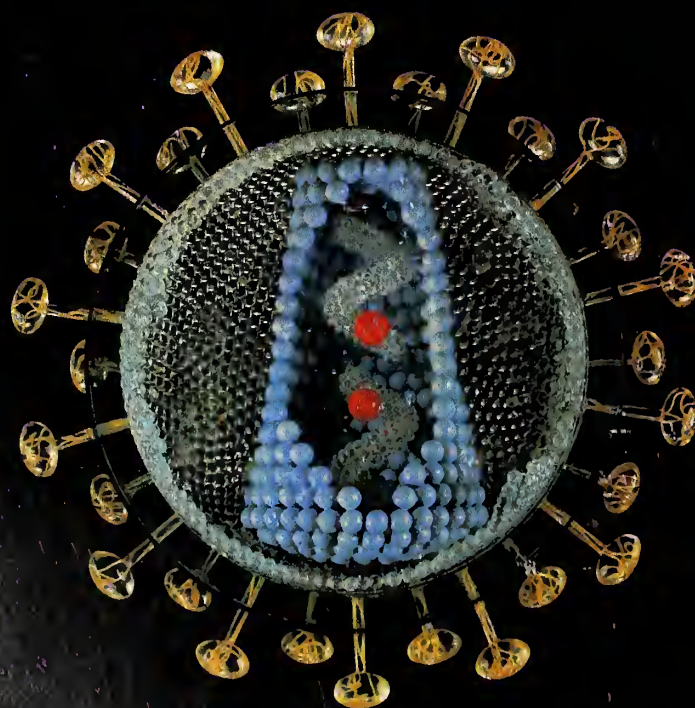
### For Office Use Only

Quantity	Charges
_____	Publications _____
_____	Subscriptions _____
_____	Special Shipping Charges _____
_____	International Handling _____
_____	Special Charges _____
_____	OPNR _____
_____	UPNS _____
_____	Balance Due _____
_____	Discount _____
_____	Refund _____

982

GPO 896-910



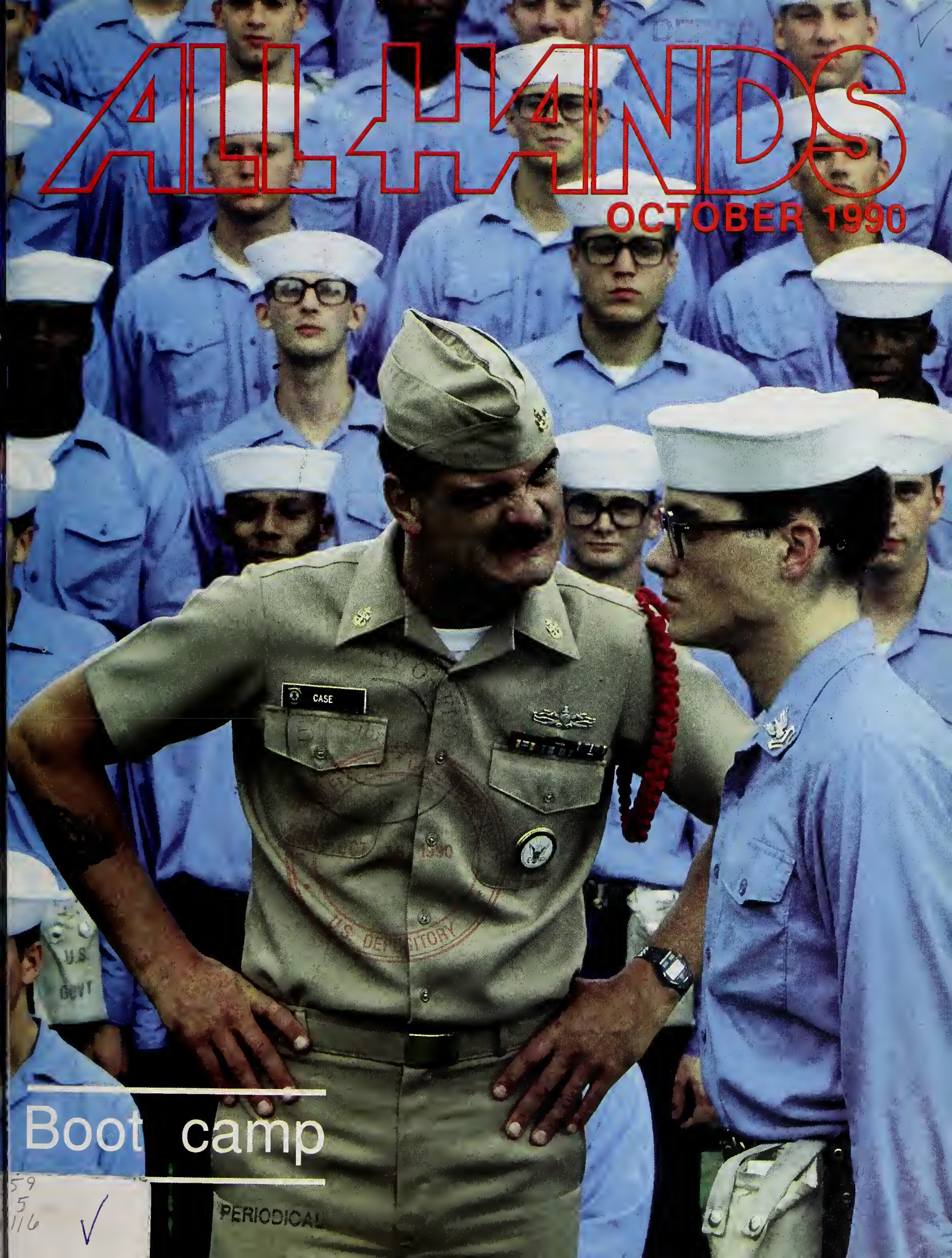


**Navy confronts HIV • Page 7**



# ALL HANDS

OCTOBER 1990



Boot camp

59  
5  
116 ✓

PERIODICAL



# President Bush Addresses Forces

"Of the many duties and responsibilities I've worked to fulfill as president, there can be no greater honor than to offer a few words to the brave men and women serving in our armed services. Especially now, to those who stand ready to repel aggression in Saudi Arabia and the gulf region because you represent America's best, and the world's best hope for peace.

Last week I reminded the American people that this nation stands where she has always stood — against aggression. And today, with the tradition of two centuries behind you, you stand on the front line against aggression and international lawlessness. We've never sought conflict, nor do we hope to chart a course for other nations, but at the hands of injustice, in the face of aggression, ours is a once reluctant fist clinched resolutely.

To preserve the peace, America will always stand for what is right. To preserve her commitments, America will always stand by her friends. Together with allies old and new we've seen a nearly unanimous condemnation of Iraq's injustices in the Persian Gulf region. And we've been part of a remarkable international commitment to peace and the rule of law.

And from the beginning we've been guided by four straightforward principles. One, we seek the unconditional and complete withdrawal of Iraqi forces from Kuwait. Two, that nation's legitimate government must be restored. Three, we are committed to the security and stability of the Persian Gulf. And four, we are determined to protect the lives of American citizens abroad. Those are the principles that drive us. But it's your presence, your skills, your talents, your judgments that bring America's principles to life and give them strength and meaning.

You're now in one of the toughest military missions in modern memory — enduring the long, hot days of the gulf region's cruellest month. As one young soldier in the 82nd Airborne Division put it, 'You'll never get climatized, you just learn to tolerate it.' Well, as tough as it is, know this: thanks to you, nobody is feeling the heat more than the government in Baghdad.

And while all of you should know that what you're doing is just, a few of you have already gotten a glimpse of the gratitude of the Kuwaiti people. Like one lieutenant colonel in the AWACS control center in Saudi Arabia who was approached by a Kuwaiti refugee in the lobby. The man spoke almost no english, but he handed the colonel a note for their commanding officer. A note that included the letter 'T' and a heart and U.S.A.

So to the sailors who have kissed their wives and husbands goodbye for now, to the soldiers and Marines protecting peace in the desert heat, to the fliers in the air, to the reservists committed and ready, to the men behind the guns: stand strong. Our troops around the world are providing the kind of strength and security that makes this mission possible. And with the support of friends and family and the admiration of this great nation, you're proving you'll do what it takes at any hour, anywhere, to contain aggression and keep freedom's light alive.

We have an important advantage in the Persian Gulf because in the air, at sea and on land, soldiers of peace will always be more than a match for a tyrant bent on aggression. With your strength, we have the will. Together with our allies, we will find the way to peace. May God bless you and bring you home safely and soon."

President George Bush  
Commander-in-Chief



Secretary of the Navy  
**H. Lawrence Garrett III**  
 Chief of Naval Operations  
**ADM Frank B. Kelso II**  
 Chief of Information  
**RADM Brent Baker**  
 CO Navy Internal Relations Activity  
**CDR Connie L. Haney**  
 XO Navy Internal Relations Activity  
**LCDR Patricia J. Anthony**  
 Director, Print Media Division  
**LT Ken Cronk**  
 All Hands Managing Editor  
**CDR Tom Pinard**  
 All Hands Editor  
**JPCS Robin Barnette**  
 All Hands Associate Editor  
**JPCS Robert C. Rucker**  
 All Hands Assistant Editor  
**JO1 Lee Bosco**  
 Photojournalist  
**PH1(AC) Scott M. Allen**  
 Writers  
**Jan Kemp Brandon**  
**JO1 Melissa Wood Lefler**  
**JO1 Chris Price**  
**JO2 Andrew I. Karalis**  
**JO3 Marke Spahr**  
 Associates for Art and Layout  
**Michael David Tuffli**  
**Leroy E. Jewell**  
 Graphics and Typesetting  
**DM2 Mike Rodrigues**  
**DM2 P.V. Whitehurst**  
**William E. Beamon**

# ALL HANDS

MAGAZINE OF THE U.S. NAVY  
 OCTOBER 1990 – NUMBER 883  
 69th YEAR OF PUBLICATION



Photo by PHC Carolyn E. Harris

## Exercise in Thailand — Page 36

**4 Navy in transition**  
 CNO addresses key issues

**8 Desert Shield**  
 Chronology of build up

**10 Old Navy vs. new**  
 History of recruit training

**14 Boot camp in Idaho**  
 World War II training

**17 Boot camp today**  
 Smarter, not harder

**22 Fit for the fleet**  
 Strong Navy, strong sailors

**27 Recruit education**  
 Learning the Navy way

**30 Fear and loathing**  
 Recollections of boot camp

**32 Everyone wins**  
 Volunteers in special causes

**36 Cobra Gold '90**  
 VC 5 challenges "invaders"

**39 Sailors of the Year**  
 Spotlight on Excellence

**2 News You Can Use / 42 Bearings / 46 News Bights**  
**47 Mail Buoy/Reunions / 48 Crisis in the Middle East**

**Front cover:** Company Commander Chief Boatswain's Mate Pat Case attempts to get Seaman Recruit Anthony Reynolds' "undivided attention" at Recruit Training Command, Orlando, Fla. See story, Page 17. Photo by JO1 Lee Bosco.

**Back cover:** Scenes in the day in the life of a recruit. Clockwise from top: A company commander's face-to-face inspection; lining up for a physical exam; graduation day; gas chamber exercise. Compare today's boot camp with those of years past. See stories beginning on Page 10. Company commander, gas chamber and physical exam photos by PH1(AC) Scott M. Allen. Graduation photo by JO1 Lee Bosco.

**All Hands** (USPS 372-970; ISSN 0002-5577) (Number 883) is published monthly by Navy Internal Relations Activity: 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Second-class postage paid at Alexandria, VA 22314, and additional mailing offices.

**Subscriptions:** Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Price: \$15, U.S. and FPO; \$18.75, foreign. Make checks/money orders payable to: "Superintendent of Documents, GPO."

**Postmaster:** Send address changes to All Hands, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007.

**Editorial Offices:** Send submissions and other correspondence to: NIRA, Print Media, Attn: Editor, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Phone (703) 274-6208 (AV 284-4455) for editorial; (703) 274-5953 (AV 284-4315) for distribution.

**Message:** NAVINRELACT WASHINGTON DC.

**Authorization:** The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

NIRA also publishes *Captain's Call Kit*, *Navy Editor Service*, *Navy Family Life-line*, *Navy News Service*, *Public Affairs Communicator* and *SecNav/CNO Report to Congress*.



# News You Can Use

## ***Financial***

### **Danger pay for Philippine tour**

The Secretary of Defense has approved the payment of imminent danger pay to personnel on duty in the Philippines. This authorization extends over the total land area of the country. It excludes inland and coastal waters, as well as airspace.

To qualify, service members must satisfy one of the following criteria:

- Be permanently assigned to (or under orders contemplating temporary duty for 30 consecutive days or more) and perform duty in the designated area.
- Perform duty in the designated area for a minimum of six days within one calendar month, or for a minimum of six consecutive days beginning in one month and ending in the following month.
- Be exposed to hostile fire or explosion of a hostile mine.
- Be killed, injured or wounded by hostile fire, explosion of a hostile mine or any other hostile action.

All personnel assigned to ships in ports in the Philippines are considered eligible for imminent danger pay, provided duty is performed in the designated area, or personnel meet the criteria listed above.

Personnel assigned to ships in inland or coastal waters are not authorized to receive imminent danger pay unless they are in a duty status, including leave or liberty, and are physically present in the designated area ashore.

Service members qualifying for danger pay will receive \$110 per month. Designation for the Philippines as a location for imminent danger pay will remain in effect until an assessment by the appropriate authorities indicate it is no longer warranted. □

### **Prepare for EEAP now**

The Enlisted Education Advancement Program gives sailors the opportunity to attend college full time for 24 months while receiving full pay and allowances. Selectees may not use their active duty tuition assistance, but must pay tuition and fees with their Vietnam Era GI Bill, Veterans Educational Assistance Program or Montgomery GI Bill.

EEAP is an excellent opportunity to seek advanced education for highly motivated 3rd class petty officers and above with four to 14 years of active-duty service.

Three hundred sailors were recently selected from a pool of 700 applicants to participate in EEAP. NavOp 065/90 announced the names of this year's selectees.

Those interested in applying for next year's selection board should start preparing now. See OpNavInst 1560.8A for information on how to apply for the FY91 program. OpNavNote 1510 solicits applications and announces the application deadline. □

### **Evals and boards**

Selection boards have many hard decisions to make. Don't let your command make it harder because your evaluations are late.

The chief, senior and master chief petty officer boards are the largest with a minimum of 25,000 candidate records to review. If your report isn't there two months or more prior to convening dates, it may or may not be considered.

If you have an upcoming board NavMilPersComInst 1616.1A has more information.



## Exceptional family members

The special needs of physically, emotionally or mentally handicapped family members are addressed by the Navy's Exceptional Family Member Program. Enrollment into that program recently became mandatory to ensure those needs are properly considered and looked after. Enrollment is accomplished by contacting the EFM coordinator at the local medical treatment facility.

Enrollment notifies detailers of the special needs of family members, allowing for assignment of the enlisted personnel and officers to areas that can support the family member's requirements.

For information about the EFM Program, see OpNavInst 1754.2 or contact your local coordinator at the nearest medical treatment facility, or call the EFM Program Manager at commercial (202) 693-3308/9/10, Autovon 223-3308/9/10, or toll free 1-800-527-8830. □

## Command Master Chief assignments

The Navy's Command Master Chief program demands that only the highest quality master chief petty officers are selected.

Applicants must be a master chief (or frocked) and submit a request on NavPers form 1306/7 with their commanding officer's endorsement.

Two 4x5 inch photos in khaki uniform (one front and one profile) should be sent to the Naval Military Personnel Command. The Navy's physical readiness standards must be met.

If you are selected for duty as a CMC, expect your initial assignment to be at sea where two-thirds of the Navy's CMC billets are located.

See OpNavInst 1306.2 for details. □

## Targeted "A" School Program

The Targeted "A" School Program for General Detail personnel was developed as one initiative to improve and sustain seamen, airmen and firemen manning. TASP enlistments began in June 1989 and the first of these sailors began arriving in the fleet last December. The program is intended to reduce first-term attrition and maintain a more steady flow of GenDets to the fleet.

Under the program, newly enlisted personnel are guaranteed an "A" school between 18 to 24 months of initial assignment, funded by Commander, Naval Military Personnel Command. The member receives an automatic advancement to E-4 upon successful completion of "A" school, and returns to his or her initial unit if billets for rate and rating are available.

At any time prior to assignment to "A" school, the member can choose to waive "A" school

attendance by electing on-the-job training, by striking for another rating or attending "A" school for a rating different from the member's TASP guaranteed "A" school rating (only at the command's discretion and funding).

If a member is selected for advancement to paygrade E-4 prior to "A" school assignment, the guaranteed TASP "A" school still applies. Member may choose not to attend, as desired. Commands must notify NMPC-482 as to the member's decision.

The 18-to-24 month window for "A" school attendance balances the need of both the command and the "A" school. Orders to school ordinarily will be generated for detachment at the 18-month point.

For more information see NavOp 155/89 or contact NMPC-482 at commercial (202) 694-1143/4 or Autovon 224-1143/4. □



# CNO: Making it Better

---

*People, capabilities top priority*

---

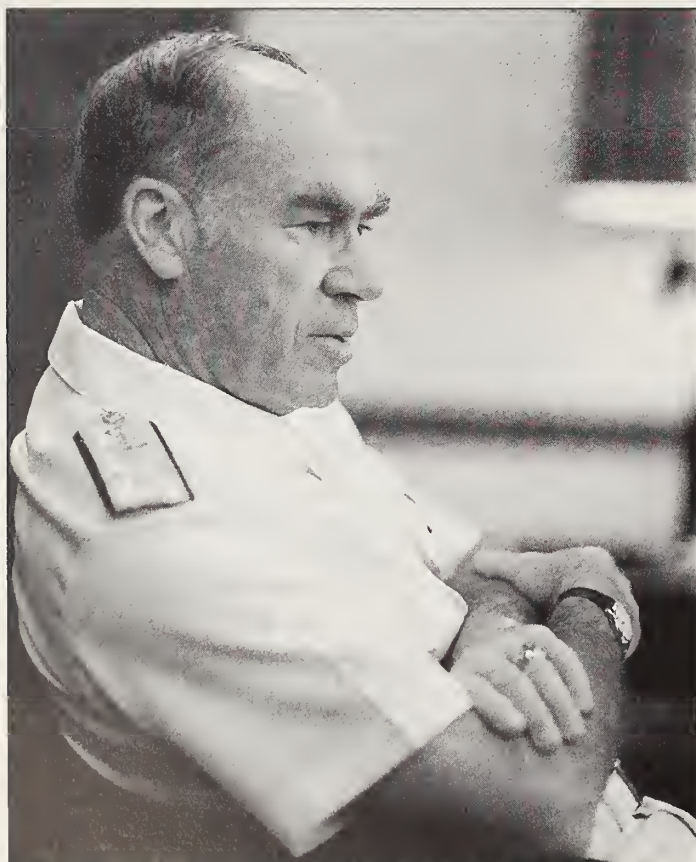


Photo by Jill Ponto

*"I want to take care of people... provide them tools to work smarter... and maintain a maritime capability that's number one in the world."*

"I want to take care of our people. They're the best I've seen in my 34-year career. I want to provide them the tools they need to work smarter, to do the job more efficiently. That will be essential as our resources get smaller in the future. And I want to maintain a maritime capability that's number one in the world. Those are my top priorities," said ADM Frank B. Kelso II, Chief of Naval Operations.

Emphasizing the flexibility of a forward deployed Navy/Marine Corps team, the CNO was quick to point out that the ready-on-arrival capability of naval forces in operation *Desert Shield* illustrates dramatically the continuing need for a strong Navy. He also stressed the sustainability of Navy and Marine Corps forces in the Persian Gulf area, crediting investments made over the last decade with the success the Navy has had in providing rapid response to a crisis of this magnitude.

Kelso, who assumed duties as CNO in June, took time recently to discuss in *All Hands* some of his goals and priorities as well as challenges facing the Navy.

In the CNO's view, there will be some constants for the Navy of the future, including its mission to protect American interests and citizens around an unstable world. There will also be some changes — technology, force structure and the way the Navy does business.

"My job is to continue trying to make the case for Navy people, and to do what I can to see that we have the ships and aircraft to match the operational requirements placed upon us by the country's leadership," he explained. "Those requirements should determine the size of our Navy/Marine Corps budgets in the future. We must be able to convince, and to obtain a consensus on what we will be required to do. That discussion of requirements will always be a key part of the defense debate on where we go in the future.

"And clearly, my job is to be the spokesman for the Navy."



Focusing on future working conditions for sailors in the fleet, Kelso vowed not to allow the Navy to repeat patterns like those that diminished readiness after Vietnam, even with cutbacks in personnel and hardware. During that period, operational requirements remained high and ships remained in commission, but personnel levels were inadequate, retention was low and optempo/perstempo rates were so demanding, they drove many top performers out of the Navy.

"We will not generate a hollow force," he said. "We will reduce force structure — the number of ships and aircraft we send to sea — before that happens, because we know a ship not properly manned and trained for deployment is just so much scrap metal.

"To do otherwise, we would have a Navy that cannot do its job."

Kelso emphasized that even with budget reductions and continued naval commitments like operation *Desert Shield* and operation *Sharp Edge* off the coast of Liberia, people remain the most important priority.

"I've been greatly encouraged by the consensus among the leadership in the Department of Defense, the Administration and the Congress on the importance of taking care of people in today's environment," said Kelso. "There is clearly an understanding that we need to maintain pay, benefits, medical services and the things that provide a good quality of life.

"We have recognized for a long time that how we operate our ships greatly affects the morale of our people," he added. "We established a perstempo goal of 50 percent with a turnaround rate of two to one in the 80s. This is a sensible goal that has my full support.

"We occasionally will face periods of time, like now with *Desert Shield*, when we will be unable to maintain that perstempo for every ship and unit. But it will continue to be our goal, and we'll get back to it as soon as we can after the present operations."

As for how *Desert Shield* will affect the numbers of ships needed and future deployment requirements, Kelso said, "I think *Desert Shield* will be evaluated in great detail after it's over to see how all forces were able to respond.

"I believe it will continue to substantiate the important need for naval forces. And I believe we will continue to be asked to deploy naval forces to stabilize many parts of the world. This has been the mission of the Navy since our nation's birth and there is no other naval force in the world capable of providing a comparable level of security that benefits not only the U. S., but so many other countries around the globe.

"At the same time, I think we should be realistic about the fact that financial problems exist in this country, and there will continue to be pressure to reduce military forces."

The CNO believes the Navy of the future will be smaller, and that fact is a driving factor in his quest for improved efficiency. Expressing confidence in the quality of Navy people and the quality of the Navy's hardware, he stressed the need for better quality in how the job is done.

"We improved our personnel picture with the all-volunteer force and more attention to quality of life issues, and we improved our equipment capability with the build up of the 80s. Now we need to concentrate our energies on developing the tools to work smarter, and on doing the job right the first time," he said.

"I don't want people to work longer hours, I want to provide them the means to be more efficient and more productive on the job," he added.

Noting that many U.S. industries have made great

*"We will not generate a hollow force. To do otherwise, we would have a Navy that cannot do its job."*

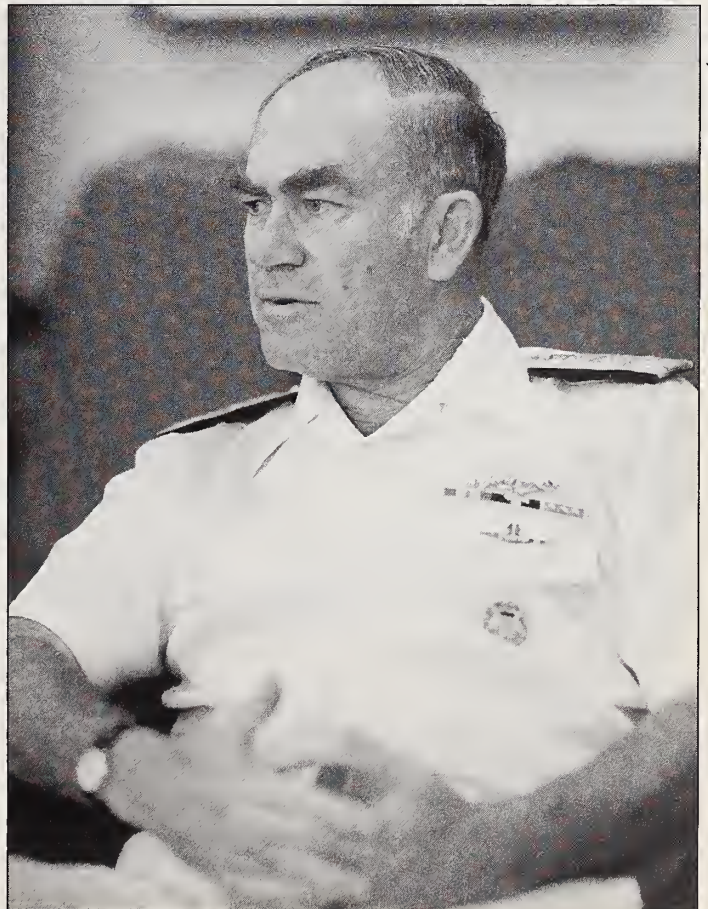


Photo by Jill Ponto



strides in improving quality, the CNO said, "We in the armed forces are going to have to do our part to become more efficient. Our business is national defense, and everybody is going to have to be more competitive. We in the Navy are going to try to do that," he said.

Kelso said one essential aspect of total quality leadership is better training and an environment that encourages people to identify problems up the chain so they can be resolved. A natural spin off of that goal will be improved safety, he said.

"I'll never be satisfied as long as we have anybody injured in an accident," he said. "We must continue to work hard and improve our safety record. That's not to say it's not good in many areas," he added, noting significant aviation safety improvements during the last two decades.

"But I think we have to work harder, and that includes me, to do our jobs in a safer manner. That means we have to train people to do the jobs the correct way. Good training is the key to safety and efficiency.

"What you often find when you have accidents aboard ship is a training problem."

Kelso said when people pay attention to safety, especially when they follow proper procedures, fewer accidents occur.

"The tag-out system in engineering spaces, where you make sure fluid systems are closed off, or electrical systems are isolated before you work with them, are examples of proper procedures," he said. "If everyone pays attention to those precautionary measures, safety will take care of itself."

Another element of the CNO's leadership goals is the well-being of the men and women in the Navy. The only acceptable standard in the Navy is to be the best, he said, and that means "treating your shipmates, regardless of their race, or sex, or religion, regardless of whether you like their personalities, with professional respect and plain old common decency. We may come from different backgrounds, and we may have different goals in life," he said, "but we all wear the uniform of the United States Navy and that demands a higher standard than you find in the civilian community."

Another issue of importance to the new CNO is technology. "It's necessary that we maintain the technological edge we've historically enjoyed. We enjoyed it because we were willing to pay the price for that edge.

"I believe the technological edge is one of the reasons we've come to the crossroads in history where we're moving away from bipolar (East-West) competition.

"Our standard of living was seen to be better, and our economy was able to maintain new technology, whereas the economy of the Soviet Bloc couldn't support weapon-for-weapon and ship-for-ship competition anymore. So I think technology has been one factor that has caused them to

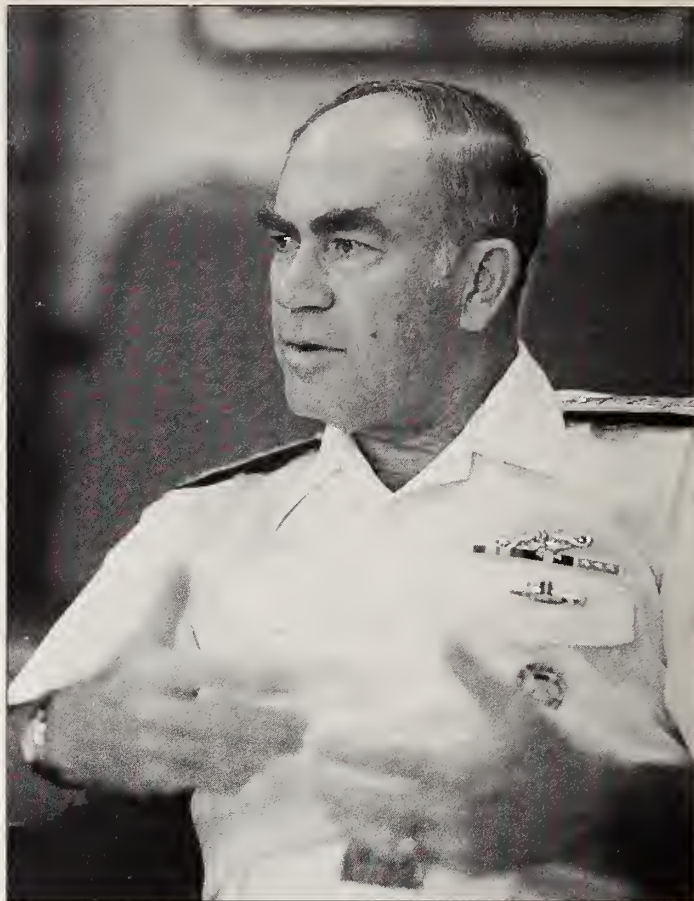


Photo by Jill Ponto

*"I'll never be satisfied as long as we have anybody injured in an accident."*

change the way they do business. "We must sustain that technological edge to maintain our deterrent capability."

When asked why the Navy needs high-tech weapons in a Third World scenario, Kelso pointed out that the Third World today is buying first world weapons that run the gamut from high-tech conventional submarines to modern airplanes, to state-of-the-art missiles and deadly chemical weapons.

"If you want to be able to deal with a crisis situation with the confidence we'll come out on top, you must have technology to deal with first world weapons, no matter where they are," he said.

He also stressed the importance of the right mix of forces, and again pointed to *Operation Desert Shield* as an example. Kelso attributed the capability to meet the call for naval forces in support of the operation to a well-planned build up of assets over several years.

"The investments we made in the 80s for maritime prepositioning ships (which carry combat equipment and supplies for a Marine Expeditionary Force), the fast sealift ships and ships the Navy bought and put in the Ready Reserve Fleet have all been validated during *Desert Shield*,



and I think they will get more validation subsequent to the operation."

In addition to *Desert Shield*, the CNO noted recent contingency operations by Navy and Marine Corps personnel off Liberia, a country rocked by civil strife.

"We just witnessed well over 70 days where a Navy/Marine Corps team off Liberia was providing support for American citizens in a country having political turmoil," he said. "Those are the types of things I don't believe will leave us because ours are the only naval forces in the world capable of providing such a significant level of stabilization to a region. We will continue to need the foremost Navy in the world to carry out U.S. policy."

Navy and Marine Corps forces were called upon to evacuate more than 1,800 U.S. citizens and foreign nationals from Liberia in the midst of a civil war.

When asked if the mixture of active and reserve forces will change as a result of possible budget, equipment and personnel cuts, Kelso said over time there may well be a change in the Navy's total force mix.

"If you look at how the world has changed, and it clearly has, we used to live with a European Central Front where you had a very short period of time available to react, which meant you needed all your forces quickly. If you now evaluate that to be a longer period of warning, it may allow us to put some naval forces in a phased readiness status where naval reserve forces can be better trained for mobilization.

"We've built a superb Navy with a lot of fine ships that have years of life left in them. If the world is such that some of these ships need not be operational every day, we can look at a better way to protect our investment, even as funding declines," he said.

The CNO indicated he will look at a number of innovative approaches, including a plan that would put a mix of active and reserve crews on some Naval Reserve Force ships and task them with the training of several reserve crews which could be available to man additional ships when mobilized.

On the somewhat lighter side of things to ponder in a fast-paced world, Kelso offered some thoughts on what Navy leaders of 200 years ago might say if they could see the Navy on October 13, 1990, its 215th birthday. He noted that the tremendous contributions women make to the Navy today would surely be a noticeable change for those leaders from two centuries ago.

The CNO also recalled the thoughts of a chief petty officer retiring after 46 years of service, who pointed out at his retirement ceremony the changes in the relationship between officers and enlisted personnel.

"Today, it's a very close and warm relationship, whereas in the past it was somewhat different," said Kelso. "It's now a cooperative spirit, rather than autocratic as in past years."

Kelso said although technology is considerably different and more advanced, many of the basic skills of seamanship, like those needed to take a ship to sea, are still the same today and would be comfortably familiar to old salts from two centuries ago.

"The major changes, I would say, are the technology, the way people deal with each other, and the quality and education of the American sailor which is much better than it was 200 years ago," he said.

*"The investments of the '80's... have all been validated during Desert Shield."*

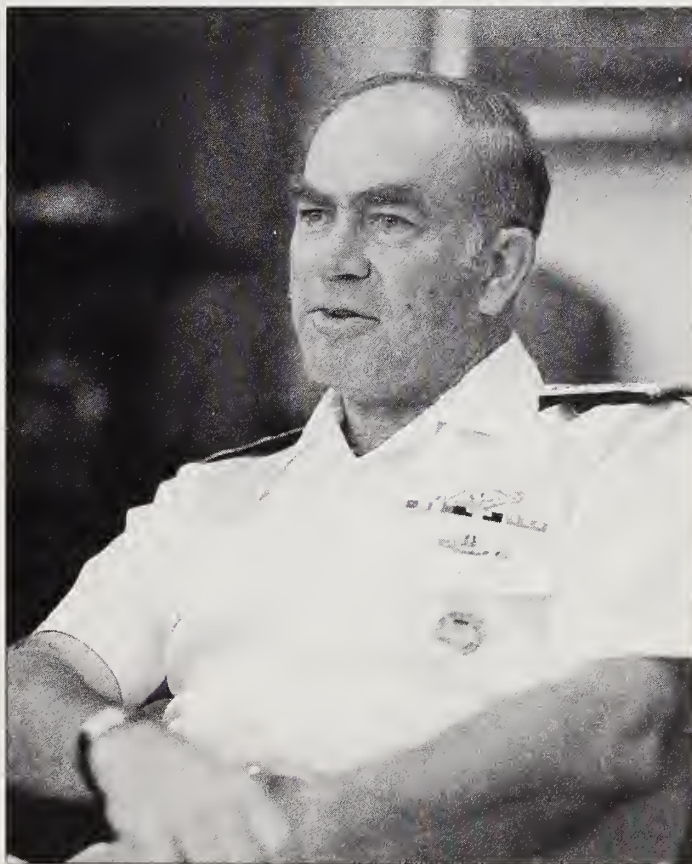


Photo by Jill Pontio

Kelso concluded by saying he's proud of the people in the Navy and he feels programs and plans are all moving in the right direction to improve overall military and professional capability as well as quality of life for sailors and their families.

"We have the best Navy in the world, and my goal is to make it a little bit better — with the support of our fine Navy people, if I can do that, I'll be satisfied when I leave." □



# Desert Shield chronology

The sound of Iraqi artillery shells awakened Kuwaitis at 5:30 a.m. on August 2, 1990, when Iraq took over Kuwait. Iraqi troops, threatening Saudi Arabia by initially arraying themselves in a column near one of the principal invasion routes, were one of the major reasons the U.S. decided to respond to Saudi Arabia's request for assistance with military presence. President Bush authorized *Operation Desert Shield* in response to Saudi Arabia's request for assistance and the fact that Americans were stranded in Kuwait and Iraq. News reports noted that within 48 hours after Iraqi troops overran Kuwait, the first fast sealift ship, loaded with military hardware, ammunition, food, fuel and other supplies, left the military base at Diego Garcia in the Indian Ocean bound for the Middle East.

**Aug. 3** — The President asked world leaders to support a collective course of diplomatic and economic sanctions banning all imports from Iraq — including oil — and freezing Iraqi assets in the U.S. The President also froze Kuwaiti assets to bar Iraqi interference.

**Aug. 4** — USS *Dwight D. Eisenhower* (CVN 69) Carrier Battle Group, located in the Mediterranean, was dispatched to the Red Sea. Forward deployed aircraft carrier USS *Independence* (CV 62) and its eight-ship battle group, conducting a routine deployment in the Indian Ocean, headed toward the North Arabian Sea in support of the Middle East forces.

**Aug. 6** — Secretary of Defense Cheney travels to Saudi Arabia to discuss U. S. use of Saudi airstrips and naval installations as staging bases.

**Aug. 7** — USS *Saratoga* (CV 60) Carrier Battle Group and battleship USS *Wisconsin* (BB 64) departs Norfolk on a regularly scheduled 6th Fleet deployment.

**Aug. 8** — President Bush draws a *line in the sand*. A major deployment

of U.S. forces are ordered to Saudi Arabia to protect their border from possible Iraqi invasion.

**Aug. 9** — UN Security Council unanimously declared Iraq's annexation of Kuwait "null and void."

**Aug. 10** — Hospital ships, USNS *Comfort* (T-AH 20) from Baltimore and USNS *Mercy* (T-AH 19) based in Oakland, are activated and prepare to deploy. In cooperation with U.S. and other western nations, Arab leaders agree to deploy a joint-Arab force to Saudi Arabia and other Persian Gulf states. Arab leaders also denounce Saddam Hussein for his annexation of Kuwait, agree to broad-based sanctions against Iraq and insist on restoring Kuwait's legitimate ruler. U.S. Air Force F-16 *Fighting Falcon* fighter aircraft from Shaw Air Force Base, S. C., and C-130 transport aircraft from Pope AFB, N. C., arrive in Saudi Arabia.

**Aug. 11** — Elements of the 1st Marine Division, Camp Pendleton, Calif., and the Army's 101st Airborne Division (Air Assault), Fort Campbell, Ky., began movement for deploying to the Middle East. The 82nd Airborne Division, Fort Bragg, N. C., arrive in the region.

**Aug. 12** — Department of Defense National Media Pool departed Andrews AFB enroute to U.S. Command Headquarters at MacDill Air Force Base, Fla., where they met with Army GEN H. Normam Schwarzkopf, commander-in-chief, U.S. Central Command and left for the Middle East. U.S. Air Force F-15E *Eagle* fighter aircraft from Seymour Johnson AFB, N.C., join F-15C and D models and F-16s already in place. Elements of the Army's 11th Air Division Artillery Brigade, Fort Bliss, Texas, also deployed to the region.

**Aug. 13** — The Fourth Marine Expeditionary Brigade (MEB), embarked on 13 amphibious ships, departed East Coast ports. Department of Defense

National Media Pool arrives. Fast sealift ships USNS *Capella* (T-AKR 293), and USNS *Altair* (T-AKR 291), both based in Savannah, Ga., left carrying vehicles and equipment bound for the Middle East. *Comfort* sailed for the Middle East after loading additional stores in Norfolk.

**Aug. 14** — U.S. Air Force KC-10, KC-135 tanker aircraft, RC-135 reconnaissance aircraft and E3-A Airborne Warning and Control Systems (AWACS) arrive. Elements of the 1st Marine Expeditionary Force, which includes units from the 1st Marine Division and the 1st Force Service Support Group, Camp Pendleton, Calif.; the 3rd Marine Aircraft Wing, El Toro, Calif.; and the 7th MEB from Twenty-nine Palms, Calif. began deploying to the region. Advance elements of the 1st MEF and the 7th MEB are already in Saudi Arabia. The 4th MEB, headquartered in Norfolk, Va., which includes units from the 2nd Marine Division and the 2nd Force Service Support Group, Camp Lejeune, N. C.; and the 2nd Marine Aircraft Wing at Cherry Point and New River, N. C., have deployed to the region.

**Aug. 15** — USS *John F. Kennedy* (CV 67), accompanied by cruisers USS *Mississippi* (CGN 40), USS *San Jacinto* (CG 56) and USS *Thomas P. Gates* (CG 51), all homeported in Norfolk will be available for potential relief of the *Eisenhower* battle group. Accompanying ships are: USS *Moosbrugger* (DD 980) based in Charleston, S.C.; the Newport, R.I., based guided missile frigate USS *Samuel B. Roberts* (FFG 58); the fast combat support ship USS *Seattle* (AOE 3), homeported in Earle, N.J.; and the combat stores ship USS *Sylvania* (AFS 3). Aircraft from Carrier Air Wing 3 will embark *Kennedy*. 1st MEB departs Hawaii. Ships from Maritime Prepositioned Squadron 2, Diego Garcia, arrived in the Middle East and began unloading equipment for use by Marine Corps



elements now arriving in the region. U.S. Air Force F-4G *Wildweasel* aircraft from George AFB, Calif., and F-117A *Stealth* fighters deployed to the Middle East. Equipment and supplies for repair and maintenance of Marine Corps aircraft are being carried to the Middle East by Aviation Logistic Support Ship USNS *Curtiss* (T-AVB 4). Army's 1st Corps Support Command, Fort Bragg, N. C., and the 197th Infantry Brigade (Mechanized), Fort Benning, Ga., began movement to the region.

**Aug. 16** — Consistent with U.N. Security Council Resolution 661, intercept operations conducted by multinational ships began with orders allowing navies to board and search cargo ships and tankers and if necessary, take them into custody to prevent them from reaching their destination. Army's 3rd Cavalry Regiment out of Fort Bliss, Texas, deploys. Thirteen ships from the Norfolk area are deploying with the Norfolk-based 4th MEB to the Middle East. U.S. Air Force A-10 *Thunderbolt II* ground attack aircraft from Myrtle Beach AFB, S.C., depart for Saudi Arabia.

**Aug. 17** — The USS *England* (CG 22) and USS *Robert G. Bradley* (FFG 49) challenged two Iraqi ships, ascertained they were empty and they were allowed to proceed. Nine of the Military Sealift Command's Ready Reserve Force ships were activated from a total of 96. More are to be activated in the near future. The U.S. Air Force deployed four Air Transportable Hospitals to the Middle East. Personnel and equipment have come from: MacDill AFB, Fla.; Langley AFB, Va.; Shaw AFB, S.C.; and Seymour Johnson AFB, N.C. Elements of the Army's 1st Cavalry Division and 2nd Armored Division, both from Fort Hood, Texas, began preparing to deploy to the Middle East.

**Aug. 18** — USS *Reid* (FFG 30) fired six warning shots across the bow of an Iraqi flagged tanker as it moved south through the Gulf of Oman after refusing to heed radio calls. *Bradley* fired three warning shots over an Iraqi tanker, steaming south in the Persian Gulf after it failed to respond to radio

warnings. Both tankers are being continually shadowed by U.S. ships.

**Aug. 19** — Secretary of Defense Cheney announced that VADM Henry H. Mauz, Jr., USN, Commander U.S. 7th Fleet assumed new duties as Commander, U.S. Naval Forces Central Command (COMUSNAVCENT). He will control all U.S. naval forces assigned to the U.S. Central Command, to include the maritime intercept force.

**Aug. 21** — Gen. Hansford T. Johnson, Commander, U.S. Transportation Command, and Military Airlift Command said the U.S. had moved (what was equal to) a midwestern town the size of Fayette, Ind., along with their cars, food, household goods and water to the Middle East. In total, more than 1 billion pounds of cargo is either enroute or has arrived in the Middle East.

**Aug. 22** — President Bush authorized the "call-up" of Selected Reserve members (including Naval and Marine Corps reservists) to active duty in support of *Operation Desert Shield*.

**Aug. 23** — Three U.S. Navy minesweepers USS *Adroit* (MSO 509), USS *Leader* (MSO 490), USS *Impervious* (MSO 449) and one mine counter measure ship, USS *Avenger* (MCM 1) were loaded aboard a merchant ship to augment U.S. minesweeping capability in the Gulf. The Army's III Corps Artillery, Fort Sill, Okla., elements of the Army Europe's 7th Medical Command, based in the Federal Republic of Germany are deploying to the region. The U.S. Air Force is deploying C-130 *Hercules* aircraft of the 435th Tactical Airlift Wing from their base in the Federal Republic of Germany.

**Aug. 24** — Secretary of Defense Cheney today invoked the authority of the Feed and Forage Act permitting Department of Defense to incur necessary obligations in excess of appropriations to support U.S. operations in and around the Arabian Peninsula. This ensures the Department of Defense can finance U.S. military operations until Congress can reconvene and enact the appropriations to pay for the operation.

**Aug. 25** — The UN Security Council authorized navies to use "minimal force" against attempts to evade sanctions. Elements of the 48th Tactical Fighter Wing deployed from RAF Lakenheath in the United Kingdom. The Wing will deploy F-111 aircraft and associated personnel and equipment to support *Operation Desert Shield*.

**Aug. 26** — Commander-in-Chief, U.S. Central Command, GEN H. Norman Schwarzkopf, formally established his command headquarters in Saudi Arabia designated U.S. *Central Command (Forward)*, while the element remaining at MacDill AFB, Fla., will be known as U.S. *Central Command (Rear)*.

**Aug. 27** — *Altair* and *Capella* pulled into port in Saudi Arabia carrying elements of the Army's 24th Mechanized Infantry Division, including M-1 battle tanks and other equipment.

**Aug. 28** — Forty-eight family members of U.S. Embassy personnel in Kuwait arrive at Andrews Air Force Base, Md. Iraq currently has about 150,000 troops in Kuwait and approximately another 115,000 outside Kuwait boundaries.

**Aug. 30** — U.S. Air Force F-16 *Fighting Falcon* fighter aircraft of the 401st Tactical Fighter Wing deployed from Torrejon Air Base in Spain to Qatar in Saudi Arabia and elements of U. S. Army Europe's 12th Combat Aviation Brigade and aviation elements of the 3rd Armored Division, both based in the Federal Republic of Germany are deploying to the Middle East.

**Aug. 31** — To date, multinational ships have intercepted about 350 ships and boarded approximately 10. Medical and associated staff personnel assigned to the Navy's Fleet Hospital 5 have deployed to the Middle East. This team is capable of providing resuscitation, stabilization, emergency surgery and acute care. Fleet Hospital 5 is primarily manned by active duty personnel assigned to Naval Hospital, Portsmouth, Va. □

*Chronology compiled by All Hands staff from official DOD and Navy sources.*



# 'Old' Navy vs. 'new'

## *A brief history of recruit training.*

Story by JO2 Herbert Sterling

If any sailor is asked if boot camp is easier today than when he or she was in training, it's almost certain the answer would be yes.

"Most any veteran sailor you meet today will say the 'old' Navy was when he came in, and the 'new' Navy is now," said Frederick S. Harrod, a professor of history at the United States Naval Academy, Annapolis, Md. "The truth is, the *real* old Navy ended roughly about the first decade of the 20th century," he said.

The Navy of the 19th century sought professional seamen to fill its enlisted ranks, from both the United

States and foreign countries. They were part of an international community of seamen, usually recruited in large metropolitan coastal cities.

The "old Navy" didn't provide its recruits with formal training. They went to sea almost immediately. If they had previous experience in a certain area, their job assignment reflected that. For example, a recruit with experience as a coal passer was placed in the engineer's force. Recruits with no previous experience were trained in basic seamanship, including handling of masts, yards and sails. Some also filled billets as cooks, storekeepers, water tenders and oilers.

During the 1800s, the Navy experimented with an "apprentice training program" designed to make the recruits good sailors without any preparation for higher grades. A "landsmen

for training" system was also created to recruit men who qualified as ordinary seamen, but didn't have any previous at-sea experience.

Originally introduced in 1837, these programs weren't actually utilized until 1875. Training vessels were set up where recruits were instructed in English, practical seamanship and other occupations designed to prepare them to be good sailors.

When these programs were developed, the Navy looked for great rewards from them. It envisioned a new type of personnel, different from the rough and coarse lot previously enlisting. The Navy wanted a program to attract youths who were U.S. citizens, who came from what the Navy considered to be good homes and who resided outside of major metropolitan areas. More importantly, it was hoped that

**Boot camp graduates from approximately 75 years ago appear in this panorama, found by All Hands managing editor CDR Tom Pinard at an auction in Oswego, Kansas this year. No identifying marks are on the photo.**





the apprentices would reenlist so that the program would support a career enlisted force of "good character."

However, as the 20th century dawned, the Navy realized the apprenticeship program wasn't providing the numbers of men it needed. In addition, the program was geared toward producing sailors skilled in handling wind-powered vessels at a time when these were becoming obsolete. Ships were undergoing technological advances, including the use of steam power, changes in types of weapons ships carried and the use of electricity aboard ships.

Such advances were the driving force behind the Navy establishing a new program for obtaining, training, developing and retaining the sailors needed to fill new technical positions. The Navy developed a new recruiting system to provide the numbers and types of people it felt were needed. Also, the entire apprentice seamen instructional program was transferred to land.

Training stations were based at Newport, R.I., San Francisco and Norfolk. However, they were not recognizable as "boot camps" as we know them today. The first real boot camp was at Great Lakes, Ill.

"The land for the Great Lakes facility was acquired during the early 1900s and the center was opened in 1911," said Harrod. "This was the



U.S. Navy Photo

first facility that was indicative of the Navy's commitment to the establishment of the new land-based training programs."

During World War I, the Newport, Norfolk and Great Lakes stations acquired more land in response to the huge expansion because of the war. At the same time, the Yerba Buena station at San Francisco was moved to San Diego.

When a recruit arrived at boot camp, he was given a medical examination, took a bath, had his hair cut, sent his civilian clothing home, deposited valuables with the pay master and surrendered all contraband articles such as cigarettes, liquor and magazines. He was issued his bedding and part of his clothing allowance.

"This procedure is pretty much representative of the processes to which boot camps, as we know them today, have evolved," said Harrod.

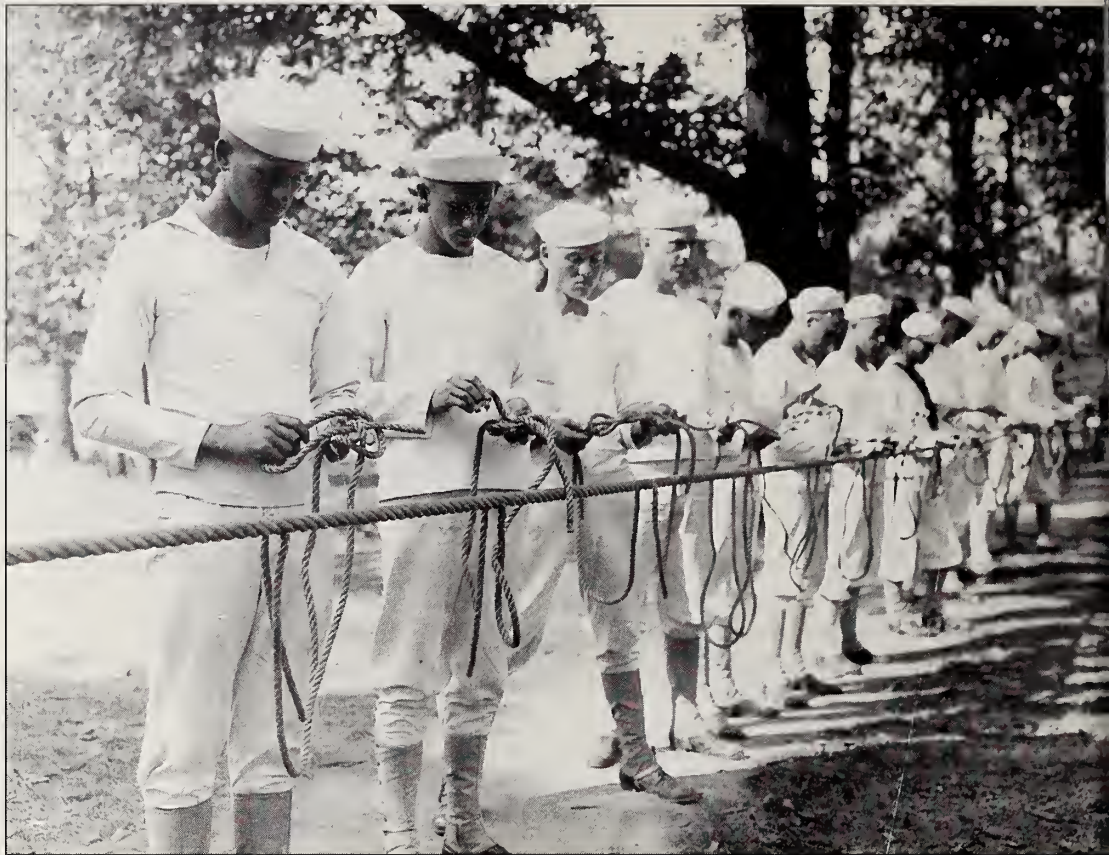
**Trainees receive instruction in the steering of ships at the Great Lakes, Ill., Naval Training Center during World War I.**

The recruits learned to use, mark and store their gear. They took part in rigorous physical training such as jogging and calisthenics. They learned close-order drill and the manual of arms. They spent a great deal of time in the classroom learning firefighting, damage control, a variety of basic ship-board skills and other seagoing disciplines.

The average day for recruits enlisting in 1911 wasn't much different from recruits in today's boot camps. For example, then a recruit's day started with reveille at 5:45 a.m., and ended with taps at 11:05 p.m. This daily schedule included a "field day" of the barracks, up all hammocks — which was simply storing the ham-







**Top:** During World War I, sailors were taught the basics of deck seamanship and knot tying. **Above:** Sailors assemble a Curtiss seaplane at NTC Great Lakes, circa 1918.

mocks for the day — breakfast, colors, sick call, officer's call, quarters for muster, inspection, lunch, drill call, another field day, dinner, down hammocks and muster the anchor watch.

Meals were also similar to those eaten by recruits in today's Navy. All meals were served cafeteria style. A typical menu would include fruit, oatmeal, eggs, bacon, toast and coffee for breakfast; soup, beef, potatoes, beans, beets, pie, bread and butter and coffee for lunch; cold cuts, bread and butter, spaghetti, salad, peaches, cake and tea

for dinner.

"The 20th century is characterized by the fact that women were allowed to enter the military, and that all new enlistees, both men and women, have undergone much of the same routine with regards to training," Harrod said. "Even though the instructions may have varied over the years, the basic procedure for recruit training has not varied."

The development of boot camp from the first decade of the 20th century to the present did not bring about much change in training procedures. However, it did bring about some changes and additions to curriculum. For example, during World Wars I and II, the numbers and sizes of boot camps expanded, and women were allowed to enter the service.

Women have been enlisting in the Navy since 1917. The first, called "Yeomanettes," served in clerical and secretarial capacities and on assembly lines in various production facilities. Training schools had been established at selected duty stations. Training at each station was geared toward the





U.S. Navy Photo

Left: Aviation motor mechanics receive mathematics instruction at NTC Great Lakes. Below: Training for radio students was held at Great Lakes during World War I.

mission of the station or the type of job the recruit was to perform.

Enlisted women were released from service after World War I and didn't serve again until the next war.

During World War II, the WAVES were established — Women Accepted for Volunteer Emergency Service. WAVES recruits were first interviewed, then received a physical examination, took an oath of allegiance and were sworn in for four years — all in one day. Because there were no berthing or messing facilities available for WAVES recruits, they were provided an allowance to cover such expenses.

The first formal training center for WAVES was established in 1951 at Bainbridge Naval Training Center in Bainbridge, Md. Upon arrival at the center, they completed initial paper work, received a complete medical and dental examination, uniforms, haircuts, an indoctrination and aptitude tests for purposes of classification. The women also received physical and classroom training with variations that were not much different from those of their male counterparts. Recruit training for both men and women was integrated at Recruit Training Command, Orlando, Fla., in 1972.

The question still remains: Has recruit training become easier over the years? The answer is both "yes" and "no."

Yes, because the Navy strove to improve enlisted life in order to encourage men and women to join and re-



U.S. Navy Photo

main in the service. Toward that end the Navy began supporting athletics programs and sponsoring other recreational activities. The Navy also introduced dishwashers, laundries, lockers, bunks, reading and recreational rooms. It offered better food service and installed improved heating, lighting and ventilation systems aboard ships. In today's Navy, sailors have provisions for their comfort, education and leisure time that was literally unheard of 100 years ago.

The answer is also "no," because for a young recruit coming in, boot camp is a culture shock. The man or woman is introduced to new disciplines, traditions and skills — nothing less than an entire new way of life.

The question about boot camp

being easier or not really isn't important — what is important is how well prepared sailors are to work in an increasingly complex and sophisticated Navy.

"Boot camp has evolved over the years into a system the Navy envisioned some 100 years ago," Harrod concluded "It attracts bright and intelligent young Americans who come from good homes all over the United States, and it has produced a career enlisted force composed of Americans of 'good character.'" □

*Sterling is a reservist assigned to Office of Information Detachment 1304, Philadelphia.*



## World War II

# Boot camp in Idaho

---

*Isolated base trained 300,000 recruits*

---

Story by LCDR John Marchi

World War II began in Europe on Sept. 1, 1939, when Adolph Hitler's army invaded Poland. Two days later, Great Britain and New Zealand declared war against Germany. On Sept. 10, they were joined by Canada.

Within a few months Hitler's threat had spread to Norway, Denmark, the Netherlands, Belgium, Luxemburg and France. Benito Mussolini, Italy's dictator, sided with Hitler on June 10, 1940, by declaring war against Great Britain and France. Japan entered the picture by invading French Indochina on Sept. 22, 1940. On June 22, 1941, Hitler invaded Russia.

On the fateful day of Dec. 7, 1941, Japan staged a massive surprise attack on Pearl Harbor and also bombed the Philippines. The United States lost little time in mobilizing to protect its interests, quickly converting its vast peacetime industrial capacity into wartime operations.

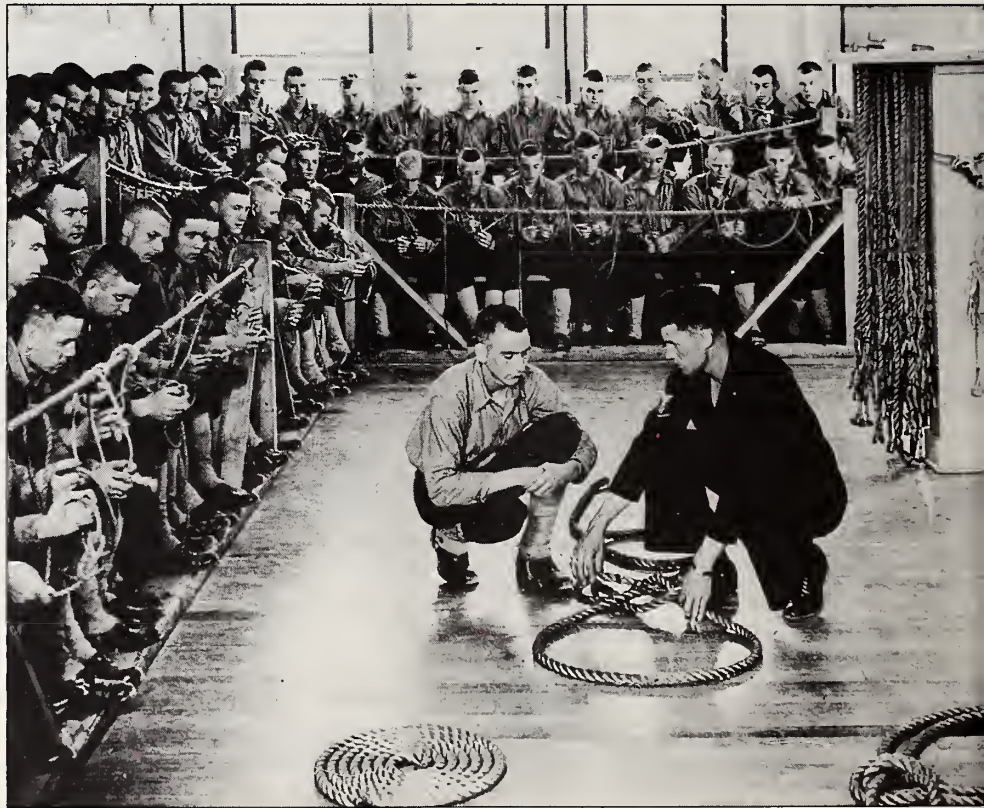
The rapid buildup of the Navy required thousands of recruits — fast — to run the ships being built at a frantic pace. Training of these numbers of sailors could not be accomplished without new facilities.

President Franklin D. Roosevelt was looking for a secure inland area that could be used as a naval training site. His wife, Eleanor, flying from Washington, D.C., to Seattle in the winter of 1941 — 42 saw a strip of land on a huge lake in Northern Idaho. On her return to Washington she recom-

mended the site to her husband.

Selection and construction moved ahead at a pace unheard of today.

At its peak, 55,000 men were trained at Farragut at one time. Before its decommissioning on June 13,



Approved on March 28, 1942, construction began on April 23, and on Aug. 9, 1942, less than six months later, the first "ship's company" staff personnel reported for duty. A month later, on Sept. 15, Naval Training Station, Farragut, Idaho, was commissioned.

**Training in World War II was similar to training today, with more emphasis placed on marlinespike seamanship.**

1946, more than 300,000 had passed through Farragut to the fleet.

Virtually nothing is left of the training station today. The immense and

ALL HANDS





**Above: Recruits did their own laundry by hand on wash day. Left: Shore patrol checks a recruit's leave/liberty papers and ID.**



*Photo courtesy of Museum of Idaho*

camp had at least 20 barracks, a mess hall, administration building, drill field, sick bay, recreation facilities and swimming pool. Ability to stay afloat was then, as now, a requirement for sailors.

At its peak of activity Farragut had 776 buildings including seven motion picture theaters, supply depots, a 2,500 seat auditorium, several immense field houses (for drill during the winter months) and a hospital.

Dust was a constant irritant on the hastily built and unpaved drill grinders. There were many cases of pneumonia, scarlet fever, rheumatic fever and flu. Then, as now, a prolonged illness could set a recruit back in training, causing him to rejoin and graduate with a different company than the one in which he started. The pace of training was such that a one month illness in 1945 caused a recruit to be set back 100 companies.

Training was surprisingly similar to today's with more emphasis on marlinespike seamanship, whaleboat training under oars on Lake Pend O'Reille (pronounced Pond-Oh-Ray)

and marksmanship using both 30-06 and .22-caliber weapons. Firefighting, swimming and hours of marching on the grinder were standards.

The mission of the Navy in 1942 was summarized in the welcome aboard pamphlet provided to visitors to Farragut. It said, "We have three things to do immediately: First, catch up to where we should have been; second, hold on to what we have while preparing to advance; and third, advance and keep on advancing."

The words of the Commanding Officer, CAPT I.C. Sowell, included in the welcome book, are still appropriate. "Never forget," he said, "every station, office and activity ashore exists but to serve the Navy afloat, under the seas and in the air." □

*Marchi, now retired, was director, Print Media Division, Navy Internal Relations Activity, Washington, D.C., when this article was submitted.*

picturesque site is an Idaho State Park providing recreation for campers, bicyclists, hikers and a field training site for the Army Reserve. In 1967, Farragut hosted the World Boy Scout Jamboree.

A little more than two miles long and one mile wide, Farragut was divided into six separate camps, each accommodating 5,000 recruits. Each



# The first recruits

---

*Early Navy wasn't easy on new sailors.*

---

Story by JOCS Robin Barnette

The U.S. Navy marks its beginning in 1775, 215 years ago this month, by an act of the Continental Congress. Shortly after the Revolutionary War, however, the Navy was disbanded. It wasn't until 1798 that it was re-established because of war with France and attacks on American shipping by pirates in the Mediterranean.

Officers and most seamen were recruited from merchant ships, so most recruits already knew their jobs. Inexperienced recruits would get on-the-job training.

Like recruits in the 1990s, these new sailors could expect to be given a medical exam before being accepted for service. One guide, written by a Navy surgeon, warned against those who would pretend to be healthy. The surgeon also wrote that "landsmen" must be required to wash themselves and to get clean clothing. He added: "...and if necessary, they should be delivered to a boatswain's mate to be scrubbed, the head shaved and a supply of clothing issued from the purser's stores." The boatswain in this case was the first "company commander," trying to get raw recruits started on the right track.

The life of an enlisted person aboard ship has never been easy, but in the early days of the Navy, it could be brutal. James Durand, a seaman, wrote a personal account of his experiences aboard Navy ships *John Adams* and *Constitution*. He first served on private ships from age 15, then shipped aboard *John Adams* in 1804 at 17 years old.

Durand's description of the U.S. Navy has many elements with which sailors today can identify: a promise of

regular pay (\$12 per month), some responsibility over junior personnel, strict discipline, lengthy deployments (two years and longer) and liberty in exotic ports.

However, there were also some distinct differences.

Punishment, for example, was swift and severe. "I have seen a man hauled up and made to receive 18 lashes for a crime no more serious than spitting on the quarterdeck," Durand wrote.

He found himself on the receiving end of such punishment, too, as a new draftee aboard *Constitution*. "The ship was much larger than the one I was accustomed to," he wrote, "therefore I did not know where my station was. LT Blake ordered the boatswain's mate to apply the lash to me. Then, thinking the man did not strike me hard enough ... the lieutenant [flogged me himself] until he was weary."

Although the chain of command was somewhat similar to what a new recruit would find on a ship today — enlisted personnel working for officers — there were clear differences. The captain and his senior officers were grown men, but junior officers, called midshipmen, were mere boys. "I must here ask ... the propriety of making small boys, 10 to 12 years of age, officers and giving them full authority to flog and abuse the men," Durand wrote. "I have known them to give orders that were executed according to their command, but which proved wrong when reviewed by an older officer. Then I have heard the midshipmen deny having given the order in question and the men who obeyed them faithfully were flogged for it."

On reporting aboard *John Adams*, Durand found himself in charge of other men for the first time, an experience similar to a new leading seaman or petty officer in the Navy today. Later on, he was made boatswain over the ship's boys. These were not the midshipmen, but boys who did menial tasks on board. "I do not mention my appointment by way of boasting," he wrote, "because it is the most disagreeable duty that I was ever called upon to perform." His position of authority meant that when a boy was punished, Durand had to do the flogging.

He was no stranger to long deployments — he served two years and nine months aboard *John Adams* and *Constitution* in the Mediterranean. Durand got in some liberty during this time, visiting Egypt, Malta, Sicily and Algeria.

The ship returned to Boston in December 1806, nine months after Durand's enlistment was over. In fact, a good portion of the crew was no longer officially enlisted in the Navy by the time the ship returned to the United States. This was quite common — unless a crewman happened to find a safe ship for passage back, there was no way to return.

You might think that recruiting for this early Navy would be a nightmare — why would anyone volunteer for such a life? Compared to the alternatives, however, life aboard a U.S. Navy ship wasn't so bad. In spite of the hardships, a new recruit then — as now — had opportunities for greater responsibility and to see the world. □

*Barnette is editor of All Hands.*



## Boot camp

# Smarter, not harder

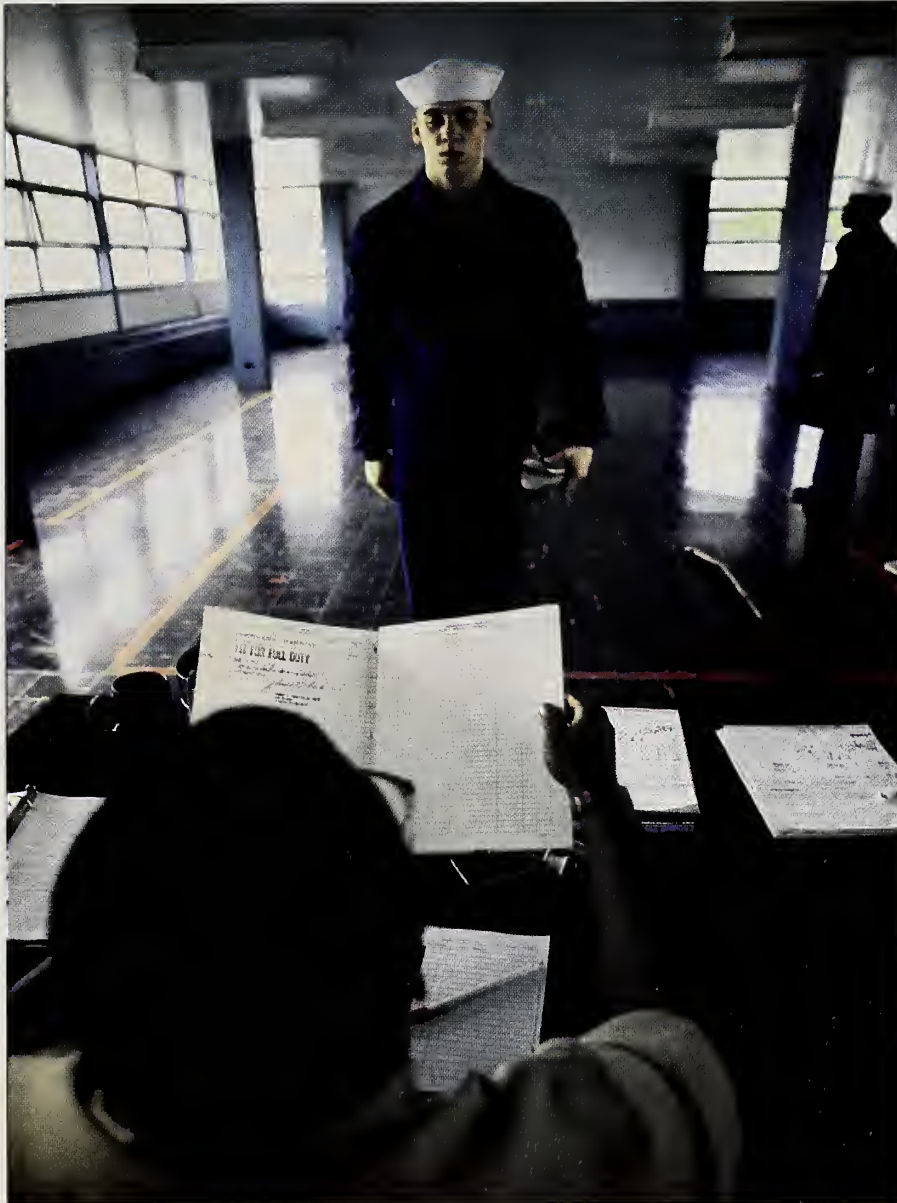


Photo by PH1 (A/C) Scott M. Allen

Story by JO1 Lee Bosco

The process of training new people to replace those who retire or leave naval service has been ongoing since the Navy came into existence. In many ways, boot camp has remained the tough and disciplined environment it has always been. But, in recent years the Navy has tried to improve the quality of that training in response to

the needs of recruits and the Navy. In an effort to train "smarter, not harder," boot camp has adopted a few subtle changes. To find out about the state of recruit training there are no better experts than the RTC staff and recruits who live in that environment.

\* \* \*

**"The Navy is just scenes from movies and TV."**

Master Chief Radioman Stephen Danzis is busy. As officer-in-charge of the Recruit Inprocessing Facility at Recruit Training Command, Orlando, Fla., he is the Navy to every one of the sailors who is processed there. He



knows that to many of the kids, the first 48 hours in the Navy form an opinion that lasts. He's busy because creating a positive, lasting impression on 300 recruits a week is more than a full-time job.

In many ways he's the recruiting poster master chief, tough and intimidating. But just as recruits have become more complex in the past 20 years, Danzis is an example of how sophisticated the company commanders have had to become in order to effectively train the Navy's future leaders.

"The image of the company commander cussing and telling recruits that they're worthless dirt bags doesn't apply anymore," says Danzis. "Many of the kids we get today already consider themselves worthless long before they arrive here. The job now is to change their perception of themselves. We're in the business of making them surprise themselves."

Recruit training is the mill that feeds the Navy. Rough-hewn and green, young men arrive at Great Lakes or San Diego, and both men and women come to Orlando, to begin what, to some, will be a lifetime experience and, to many, will be the most formative experience of their lives — boot camp.

For a lot of them, the decision to join the Navy was the first adult choice they've ever made. And once here, away from mom and dad, the reality hits and the size of the commitment they've made seems overwhelming. For some, the first impulse is to cut and run.

"We at Recruit Inprocessing Facility are the first contact many of them have with the real Navy," says Danzis. "What they know about the Navy are just images from movies and TV. Sometimes they find themselves in my office telling me, 'This ain't what I thought it was. I can't make it, I made a mistake.'"

The problem, according to Danzis, is common among many recruits —



low self-esteem. "Someone has repeatedly told a lot of these kids that they'll never amount to anything, so they might as well *join the military*," he says. "It makes our job that much harder. When they think they made a mistake, I tell them, 'I don't know who told you that you can come down here and quit — that's wrong. It's not an option.'"

Danzis explains to troubled recruits that they haven't given themselves or the Navy a chance. "I tell them, 'Come back and see me in three weeks. If you're still this set on leaving, I'll drive you to the airport myself.' I haven't made an airport run yet."

Danzis and his crew at recruit indoc start inprocessing the "newbees" as

soon as they get off the bus. The wide-eyed recruits fill out a seemingly endless number of forms, take breathalyzer tests for alcohol and undergo urinalysis drug testing. But it is important that right from the start the emphasis is placed on defining self-image.

"Right away we start building confidence and teaching discipline. That way when they meet the CC they're not in such a state of shock," Danzis says. "That meeting is the moment that makes them realize they're really *in the Navy*."

**"You've got to want them to make it."**

"The CO frowns on the flying-gar-

ALL HANDS





Photo by PH1(AO) Scott M. Allen



Photo by JO1 Lee Bosco



Photo by PH1(AO) Scott M. Allen

bage-can wake-up call," says Company Commander Boatswain's Mate 1st Class Russ Treadway who has been at RTC Orlando for two years, "but, I hear that it still happens from time to time.

"Things have changed in the recent past," says Treadway. "They don't get their seabag right away — the first few days are spent in gym clothes. This cuts down on the cost to the Navy, because, in the past, a kid would stencil an entire seabag and then his urine test would come back positive and out he'd go."

A new concept called "moment of truth" is a good example of the Navy's recruit training motto; "smarter, not harder," in which recruits can admit to

anything that may later come to light and interrupt training. Moment of truth is an indoctrination class that each recruit company undergoes on their first full day at RTC.

"It is the last chance for them to come clean about past drug use, outstanding warrants, financial judgments and even unresolved traffic tickets," Treadway says. "They're told that if they have lied to the recruiters about anything in their past, now is the time to 'fess up cause the lie will be found out at RTC. We lose some right then and there, before we spend another penny training them."

**Above left: Sometimes CCs have to get a little closer in order to be heard and understood. Top: Recruits line up heel to toe in the old drill of "hurry up and wait." Above: An in-house watchstander pays attention to what the division officer says to the company, but remains alert at his post.**

The motto "smarter, not harder" is applied throughout the eight weeks of training. The initial indoctrination period, called "P week," has been lengthened to assist the RTC staff in the weeding out of possible undesirable recruits and to make sure that testing and paperwork is in order. The



**Recruits do everything together: from water survival training and marching in step, to fighting fires and learning to live in cramped quarters.**

goal is to make sure training time isn't wasted later in the eight-week cycle.

"That process was changed because it saves money not to recycle them later in training. We keep them in sweats and shorts till we're sure they're not gonna get thrown out immediately."

During the weeks to come the CCs will build a relationship with the company. Often that relationship becomes the recruit's primary motivation.

"They want to please the CC," says Treadway. "We have to be supportive. They've got to know that we're here to help them change and adapt to a new way of life, not as a bunch of individuals but as a team. And they have to feel that it's not impossible, that they can do it. To do this job, you have to *want* them to make it."

**"Just a few weeks left and I don't know if I'm gonna graduate."**

Seaman Recruit Debbie Rawlings of Company K074 is nervous. With five weeks left in boot camp she doesn't want to say anything that may interfere with her training. "What do I think of boot camp?" she repeats.

Once she's been assured that she can speak freely, she relaxes and lets it all come out.

"For a while I really hated it," she says, in a small voice, eyes down, staring at the desktop in the company commander's office. "But I've given it all I've got and I'm halfway through."

"I mean, I used to hate being told what to do, when to do it," she raises her head and continues with a growing look of determination. "But I've gotten used to it. I want to do well. I want to make it, not only for me but for the rest of the women in the company. We are a family and we have to pull together if



everybody is gonna get out to the real Navy."

She is excused, but before she leaves she gives her impression of what she expects the *real* Navy to be. "I think the Navy will be a very exciting and nervous experience," she says.

Soon, three strong knocks resound in the small office. Permission to enter granted, a young male recruit strides into the room and snaps to attention in front of the CC's desk.

Seaman Apprentice Robert Rozzi graduated, along with his company, this morning. He's confident and doesn't want to talk about the insecurity of the past eight weeks.

"No, it wasn't a scary experience," he says. "I guess there were times that I was worried — in fact, I remember thinking, 'I've only got a few weeks left and I don't know, for sure, that I'll graduate.' But, I made it."

As he turns on his heel to leave, he is the picture of confidence. He stops and turns back. It could be the light, but his face no longer registers that same assurance as he says, "I've got a question for you — what's the fleet *really* like?"

**"It's up to them. Here and in the fleet it's always up to them."**

Chief Boatswain's Mate Pat Case is between companies. CCs don't nor-



mally push one company after another due to "CC burnout."

"Ask any CC — the job can be an emotional roller coaster," he says. "You live with this bunch that couldn't walk straight when you met them, and by the time they leave they're working as a team. During that time there are lots of ups and downs for the company and the CC."

Case is in charge of the recruit drill team during "down time" while wait-





Photo by JO1 Lee Bosco



Photo by JO1 Lee Bosco

ing to pick up his next company.

"I'm still involved with recruits, but not on such an intense level," he says.

If there is a secret to being a good CC, Case doesn't know it. "The only advice I got or give is 'be yourself.' The company takes on your personality, so you've got to be honest with them. If you're not, you'll send 80 phonies out to the fleet."

The fleet — most of the CCs will soon return to sea. That fact affects

how they train the recruits.

"Now I've been on both sides," says Case. "When I was running a division at sea and I'd get a new seaman recruit, after I watched him for a while I'd come to one of two conclusions. One — 'this guy's pretty good, knows his stuff. They must be teaching them right at boot camp.' Or, two — 'this kid's all [fouled] up. What the hell are they teaching these kids at boot camp?'"

"I make sure the people I send to the

fleet are in that first category."

After graduation, the CCs don't have much contact with the recruits. There's not much time for congratulations and long goodbyes. "But, before they go, I do tell them one thing," says Case. "I get them together and tell them that they did a good job. They became a team."

"I say, 'What happens in the fleet is just like boot camp — it's up to you. You make the decisions that make you good sailors or bad.'"

"Here — in the fleet — or even in the civilian world — it's always up to them," he says. "If they learn that along with the basic sailoring, *then* I'm proud."

The graduating companies don't know if they've been trained 'smarter, not harder' than the men and women who have gone ahead of them. They only hope they will remember what they learned and put that education to use in the real Navy.

As the company of fresh graduates gets on the bus that will take them to another beginning, life in the fleet, a company of long-haired new recruits struggles to march toward the barber shop where the hair-covered deck will signal the start of another eight-week learning cycle. □

Bosco is assistant editor of All Hands.



Fashionable footwear has become a common sight at boot camp. The physical training has made sneakers a necessity.







Photo by PH1(A/C) Scott M. Allen

# Fit for the fleet

*Strong Navy needs strong sailors.*



Photo by PH1(A/C) Scott M. Allen

Story by CWO2 Gary L. Martin

Navy recruit training is entering a new era. Physical conditioning has always been a cornerstone of the basic training concept, but that concept is being revised.

CAPT Robert McClendon, commanding officer Naval Training Center, San Diego, explained the Navy's current philosophy with an old adage, "We are now working smarter, not physically harder, in preparing our recruits to take their places in the fleet.

"Boot camp may appear easier at first glance," he said. The "cherished" M-1 rifles are gone, and during the first few weeks of training, tennis shoes have replaced the "boondockers." Also, the Hollywood drill sergeant image for company commanders is history, along with the old philosophy "you must break a man down to build him up."

The Navy's posture is now one of motivation, and "remediation" when necessary, according to Senior Chief Torpedoman's Mate Tim Tooker, division officer for Water Survival and Physical Training at Recruit Training Command, San Diego. He said the Navy has a lot of billets to fill and can't afford to drop people who have the potential to succeed. Separating a recruit from active duty is done only after all efforts to resolve an issue have failed.

"Most of the people we are getting can be trained to the point of achieving at least a satisfactory mark on their physical readiness test," said Tooker. "Those who don't meet the basic physical standards will continue through boot camp with their companies. At the end of training, the few who still can't meet all minimum requirements will go into special extended programs." Minimum requirements for swimming and other fitness requirements are spelled out in OpNav Instruction 6110.1D.

After three weeks of swimming instruction, sailors who still can't pass the basic swimming requirement receive permanent orders to a shore command. Identified as non-swimmers, they are not permitted to attend Navy schools or go up for advancement until they pass the test.



Recruits who cannot meet the body fat or PRT requirements fall into another category.

"Those who have a problem with physical conditioning [other than swimming] are placed in a two-week, highly concentrated program," said Tooker. "After their companies graduate, they come here to the physical training center every day for five to six hours. They go through a specially designed and monitored program, tailored to their needs.

"If someone still can't make it after all that extra help, that recruit is sent back to medical for re-evaluation and then most likely is separated," he continued. "At that point the person either doesn't care or has a serious medical or emotional problem."

Recruit Brian Jefferson, 23, came into the Navy a non-swimmer. In his fifth week of training, he was glad to announce his success.

"Instructors are always very positive — they try to build our confidence," said Jefferson. "They show us how to breathe in the water and how to use different strokes. All the while they tell us, 'You can do it, you can do it, just keep trying.'"

Jefferson admits the prime motivator for him was the prospect of having to remain at RTC after his company graduated. "All I could think of was my girlfriend," he said. "I didn't want to have to be stuck here after my company left."

Master Chief Boiler Technician Charles Lee Jr. has followed the trends since he was a recruit at RTC San Diego in 1971. He has served as a company commander twice, the first time from 1977-1981. He has led 10 recruit companies during his two tours. Lee is currently the leading chief for the Military Training Department.

One change Lee has noticed is the increased concern for recruits' safety and well being. Today, all instructors are trained in CPR, and there are specific guidelines for discipline and extra physical training.

More emphasis is also placed on leadership training prior to getting a company. Instructors must attend and pass a six-week company commander course to teach an eight-week recruit training course, Lee said with a smile.

Company commanders must also be in excellent physical condition to lead their companies. Besides regularly

scheduled sessions of PT, recruits march between five and seven miles a day just getting around the base, and CCs have to keep up.

CAPT McClendon noted that more attention is also given to small details that are paying off in big dividends. Wearing soft-soled shoes in the first weeks of training is one example. In recent years, more and more recruits were developing problems with their feet and legs. Putting recruits in boondockers immediately when they arrived at boot camp seemed to cause the difficulties.

The solution was to get recruits used to hard-leather shoes gradually. Since June 1989, they have been eased into wearing hard shoes during their fifth week of training. They also wear hard-toe shoes during all evolutions requiring safety shoes. According to McClendon, each of the three RTCs are reporting good results from this policy.

"We're having noticeably fewer foot-related injuries," he said. "That means fewer days lost for the recruits, which means less time wasted, which means more money saved and better morale for both the recruits and staff."

Concepts and footwear are not the only things that have varied over the years. There have been changes in the personnel entering the Navy, according to Lee.

"Recruits today are more enlightened individuals," he said. "Through TV, radio and newsprint, they are made aware of more worldly things than when I came into the Navy. On

the other hand, many of them are ignorant in other areas, like the idea of discipline. You can ask a hundred recruits what it means to them and you'll get a hundred different answers."

Lee also said that old-fashioned leadership techniques, such as standing toe-to-toe with a recruit and screaming into his eyeballs, does not work. Recruits will just tune out. Success today requires leadership skills that can motivate and inspire.

"They will ultimately turn out the way they want," said Lee. "If a recruit wants to be a marginal performer, all we can do is provide the guidance and show him the alternative. That is why motivational leadership succeeds."

The master chief did say that to a limited degree, and under very close supervision, physical training is still used

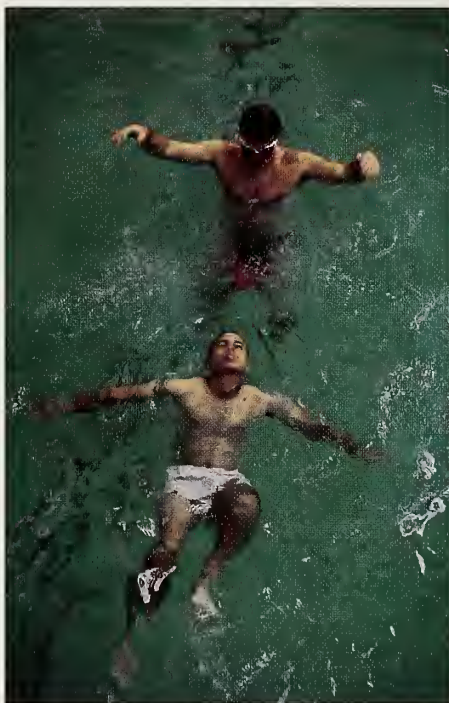


Photo by Pht Richard Ortez

**If recruits can't swim, the first step of training is to learn how to float.**





Photo by PH: Richard Ortez

as a motivating force and for disciplinary problems. He added that company commander counseling sessions and division officer's mast are also effective tools for motivation.

During sessions of intensive training, affectionately called "marching parties," recruits are placed in a closely monitored exercise group, resembling an aerobics class. Participants are then assigned a set pattern of calisthenics.

According to Tooker, marching parties are much different from the way he was disciplined in boot camp at Great Lakes in 1968.

"I did push-ups on my knuckles while holding my rifle. We were forced to do them until our arms gave out," he recalled, "and if the rifle touched the ground, we had to do more."

According to McClendon, the general physical condition of personnel entering the Navy can vary from couch potatoes to super athletes. The RTC conditioning programs must take that into consideration.

"Our programs now are smarter because we start the recruits off on a path that isn't too hard and demoralizing," he said. "We try to build confidence and cut the injuries. We don't want turned ankles, over-stressed joints or broken bones."

"We work hard to develop confidence in the recruits," he continued. "This is done in two ways. First, company commanders don't do things that might be interpreted as humiliating. Now, put that together with a slow, but steady PT workup, and the recruit has the opportunity to see prog-



Photo by Debra Linton

**Top: Under the watchful eye of their company commander, recruits are whipped into shape. Above: Women recruits prepare to take their swimming test.**





ress. That is better than hitting him with something difficult and destroying confidence right off the bat."

There is more to physical conditioning, however, than walking five miles a day and exercising. Although not as obvious at first glance, nutrition is another area in which the Navy places a lot of emphasis, according to LCDR Jon Leon, NTC's food services officer, responsible for some 7 million quality meals a year.

"The menu is basically no different for recruits and non-recruits," said Leon. "The only thing we change is the number of entrees and choices of vegetables we provide the recruits."

"We offer them two selections of each, instead of the three choices we give non-recruits," he said. "That is done because the recruits don't have as much time to make a decision. We have to serve at least 12 recruits a minute — if not, we can't get them all fed in time to keep up their training schedule."

He went on to say that some recruits have a difficult time making up their minds, because at home a plate would be placed in front of them with dinner, ready to go.

The recipes used at the three galleys at NTC are standard military recipes. Although the commanding officer is responsible for the daily menus, a board of two officers and a group of senior enlisted personnel actually make up the menu. Prior to it being sent to the Navy Food Systems officer in Washington, D.C., to be reviewed by the dietician there, it is reviewed by the dietician at Naval Hospital San Diego.

"One factor does figure in our decision on menus," said Leon. "Since 95 percent of our patrons are between the ages of 17 and 22, we try to make our meals attractive to them, while providing good variety and well-balanced meals."

According to Leon, over the past five years the military, as a whole, has changed its style of cooking. For example there is less salt used in the recipes and far fewer deep-fried meals are served.

"We are preparing baked chicken and fish instead of frying them," said Leon. "We are also providing other types of fowl, instead of only chicken. Sometimes as an alternative, we'll make cornish game hen or duck."

**Top left: Pre-dawn physical training occurs nearly every day in Orlando. Above: To pass the swim test at Great Lakes, recruits start by "abandoning ship."**

One ongoing challenge for Leon is trying to alter the eating habits of some of the recruits. Many of the young people coming into the Navy grew up on a diet of meat, gravy and potatoes. In support of his goal, the galleys ensure that there is always a good selection of vegetables, and plenty of fresh, seasonal fruit available.

Both the skipper and Leon feel good about the meals being produced in the galleys. Apparently, they are not alone because in 1989 NTC was runner-up for the Ney Food Services award in the Large Ashore Command category, and now holds the top honor in the 1990 competition.

To have the strongest Navy in the world requires the strongest sailors in the world. To fill the upcoming needs, the Navy will have to continue to work smarter and smarter.

Tooker, from his perspective as a division officer, summed up the prevailing attitude at RTC. "You need both a strong body and a strong mind to handle the pressures of sea duty," he said. "That's really what we're all about, and it starts here at RTC — in this building — right here at this desk." □

*Martin is assigned to Public Affairs Office, Naval Air Station North Island, Calif.*



# Recruit education

## *Learning the Navy way*

Story by JO2 Andrew I. Karalis, photos by PH1(AC) Scott M. Allen

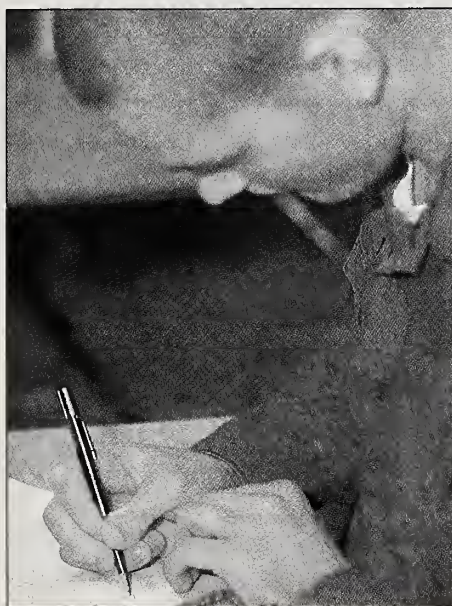
The basic principles of educating recruits to be sailors in boot camp hasn't really changed since the first recruit, Joseph W. Gregg, went to Great Lakes, Ill., in July 1911. They still mold civilians into good sailors by having them learn three important facets of the Navy as they transition into military life.

"The three things we still stress here, and probably always will, are attention to detail, self discipline and teamwork," said Master Chief Avionics Technician Jack G. Stiteley, the firefighting division officer at Recruit Training Command Great Lakes, Ill.

Stiteley has served 20 years in the fleet and became a company commander prior to assuming his current post. He holds a collective family memory of the Great Lakes institution that spans four wars. Stiteley is the fifth member of his family to graduate from Great Lakes boot camp since 1917. His grandfather, great uncle, father and a cousin all went to boot camp there.

"There's really not a lot of difference now to then," he said, looking back on his family's experiences. "We still teach [recruits] the basics of being sailors."

Military discipline and teamwork are taught to the recruits every day in boot camp. They practice attention to detail in everything, whether it's knot tying, folding clothes or marching — just like thousands of recruits have done before them.



**Recruits take four academic tests in boot camp. These tests, as well as others in such areas as swimming, reading and physical fitness, contribute to increased stress levels for recruits during their eight-week boot camp stay.**

Boot camp's first formal classroom instruction begins on the second day of training. A recruit company starts by learning about naval history and traditions, and then moves on into the present, ending with a discussion about the Navy's mission. In the first week, recruits also learn about authority and responsibility, enlisted rate and officer rank recognition, customs and courtesy, personal financial management, leadership concepts and shipboard organizational structure. Then they

take their first academic test.

By the time the third academic test is held in the sixth week of training, recruits have learned how to classify fires and use damage control devices, as well as learn about topics such as first aid, safety equipment, basic deck seamanship, survival at sea and how to maintain their health. By this time, things like marching, folding clothes and working as a team are already second nature for most recruits in the company.

Recruits hold "night study" hours before taps every night, working in small groups on any problem areas or studying individually. Sometimes the company studies as a group under the direction of the recruit education petty officer.

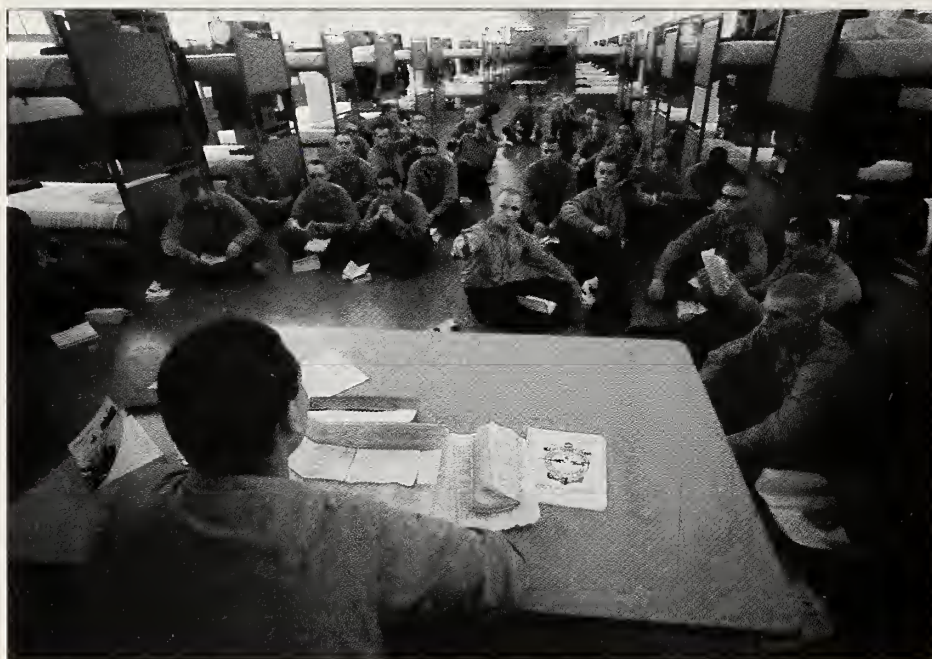
"In the 79 years this base has been training recruits, I would like to think we have learned something," said CDR Walter L. "Scotty" Ross Jr., RTC's executive officer. "We demand a lot of things of the recruits. We demand that they learn to wear the uniform correctly. We demand that they be able to make a rack in a certain period of time and that they keep their clothes folded and stowed in a certain way.

"Will they do that in the fleet?" the XO asked. "Probably not. But they are learning attention to detail. They are learning a lot about responding to direction. And when you're teaching somebody who hasn't done that before, it has to be simple.



# Recruit education

**Below: The recruit education petty officer leads an in-house study session in preparation for a test. Right: Classroom instruction plays an important role in each recruit's life.**



"If they don't do it, they are held responsible for it," Ross continued. "The company commander yells at them, cycles them, makes them do push-ups. There is a direct correlation between screwing up and paying for it. And they all know that."

In the fleet, a screw up can take someone's life or destroy expensive equipment. That's why learning responsibility early is so important. These lessons are stressful for those new to the Navy.

AVCM Stiteley said the toughest part of boot camp for recruits today is the physical conditioning they undergo and the anxiety they experience built up by stress. "Academics also contributes to their emotional anxiety," he said. "The easiest part is falling asleep at night."

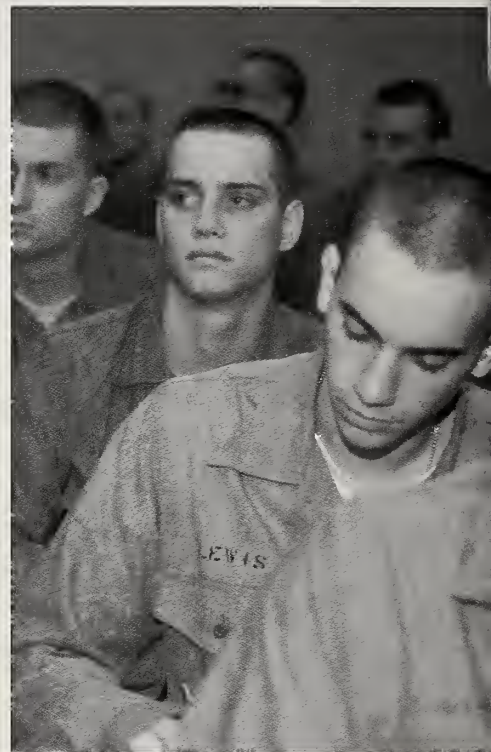
As a company, recruits are tested academically four times. However,

many said they feel tested every day as individuals. "Each day brings me another day closer to seeing my girlfriend and my parents," said Seaman Recruit Brad Hicks, in his fifth week of training. "If I didn't have her to look forward to I don't know how I would survive."

Another recruit sits in the corner of the compartment studying by himself. He says his company is testing tomorrow and admits that he has difficulty remembering the different classifications of fires, "especially if a Class 'Charlie' fire is fuel or electrical."

"We all went through the homesickness, but these guys are terribly anxious about their next test," Stiteley said. "They know that their success [in boot camp] depends on whether or not they pass the next test."

If recruits fail an academic test they may be set back in training. "To an 18-



year-old," Stiteley explained, "a one week set back in boot camp is like a life sentence to a hardened criminal. It's forever!"

Recruits who are held back due to academic deficiencies — test failure in boot camp or less than 42 in the verbal expression section of the Armed Services Vocational Aptitude Battery test taken before coming to boot camp — are referred to the Fundamental Applied Skills Training Division at RTC before continuing their basic military training.

"We give them a diagnostic test that measures weaknesses in language skills," said Chief Yeoman Cynthia A. Flores, FAST's division officer. "We use that to determine what classes they need. Perhaps they need to work on their reading comprehension, basic study skills, vocabulary, phonics or any combination of these things."

"Some of the students here need help with the basics of English," Flores continued, "because English is a second language for them. We get recruits from all over the world — the Philippines, Vietnam, Pakistan, Sri Lanka

ALL HANDS





and South America."

Seaman Recruit Antonio Morales aspires to become an electrician's mate in the Navy. This 19-year-old came to the United States from Havana, Cuba, in 1983 with his mother. He decided to join the Navy once he was old enough. Upon arrival at Great Lakes, he was told he had to go into the FAST program, and like others before him, he was upset.

"I was scared. I was confused and I felt bad — very, very bad, because I would have to spend more time here," Morales said smiling enthusiastically. "But I'm learning a lot now — oh, a lot!" Morales, the recruit chief petty officer in charge of the FAST recruits, was in his last week of the program.

SR David R. Laney, an 18-year-old from Broken Arrow, Okla., quit school in the ninth grade and started roofing full time. By May 1990, Laney decided to get what he called "a real job" by enlisting in the Navy. He wants to become an engineman once he finishes boot camp and "A" school.

"When I first got here I was all depressed," Laney said. "I thought, 'Hey,

**Men and women recruits in Orlando attend classroom study sessions and take tests together with their respective "brother" and "sister" companies.**

my recruiter didn't tell me anything about this.' I wanted to quit and let someone else have it. But then, after being in FAST for two weeks, instead of always thinking about the negative side of things, I started thinking of all the positive things — I'm getting paid, I'm learning and I'll get paid more after I finish this course, boot camp, 'A' school and advance!" Laney just finished taking his final study skills test and hoped he would join a regular rifle company after lunch. (He did.)

Is the Navy helping recruits *too much* with the application of special programs like FAST?

Chief of Naval Personnel VADM Mike Boorda answers that question by saying, "Through this decade we're not going to have as many youngsters to recruit. Just from the law of supply and demand, it makes sense to help everyone to succeed that you can."



**In eight short weeks, a recruit headed for the fleet departs boot camp with the basic knowledge necessary to succeed in the Navy way of doing things.**

An explanation of boot camp's educational process — and its purpose — is written on a Great Lakes drill hall bulkhead. It is taken to heart by many who pass through the gates on their way to the fleet. It reads:

"The true meaning of discipline is not punishment, but that development of self-control and teamwork which enables men to strive for perfection and accomplish greatness." □

*Karalis is a writer for All Hands*



# Fear and loathing in Orlando

---

*This ain't the Peace Corps, son!*

---

Story by JO1 Lee Bosco

It would be nice to say that I think about him every day and that I'll always remember my company commander. Truth is, I haven't thought of him in years and it's only going back to Recruit Training Center Orlando, Fla., after 17 years to do a story on boot camp that brought him back to mind. I do know I've utilized things I learned from him every day since then.

But, always remember him? It's safer to say I'll never forget him.

\* \* \*

Day 1 around 4:00 in the morning.

*What the hell was that! It sounds like the gods taking jumpshots with a garbage can. Whatever it is, don't do it again.*

GET UP. GET UP NOW. I AM NOT YOUR MOMMY OR YOUR DADDY, BUT I AM THE MOST IMPORTANT PERSON IN YOUR WORLD. I AM HERE TO MAKE A LASTING IMPRESSION ON YOUR YOUNG MINDS. IF YOU'RE REAL LUCKY, YOU'LL GET TO SEE A LOT OF ME IN THE NEXT EIGHT WEEKS. IF NOT, YOU'LL BE BACK ON THE STREETS LIVING YOUR LOSER'S LIFE.

*Oh no, can this really be happening? What time is it? Who is this guy?*

OUT OF THOSE RACKS AND ON

THE LINE. MOVE. DO IT NOW. IT'S ZERO FOUR HUNDRED. WE'RE ALREADY LATE AND THE SKIPPER SAYS I GOTTA GET YOU FED. HEY YOU. DON'T LOOK AROUND. AH'M TALKIN TO YOU. SON YOU OWE ME.

*I owe him? Owe him what? Zero four hundred — is that 4 a.m.?*

BOY YOU'RE GONNA HAVE TO MOVE FASTER THAN THAT. BELIEVE ME, YOU'RE IN FOR A WORLD OF PAIN.

*I know. Could I have died in my sleep and gone to hell?*

I AM CHIEF BUILDER HINES. I'M YOUR COMPANY COMMANDER. IT'S MY JOB TO TURN YOU INTO SAILORS. IF THAT DON'T HAPPEN, IT'S MY JOB TO MAKE YOUR LIFE HELL ON EARTH. YOU MAY NOT THINK SO NOW, BUT YOU CAN DO THIS. NOW WE ARE GOING TO THE GALLEY WHERE I WILL TEACH YOU TO EAT. MOVE OUT ... AND REMEMBER, EVERYTHING THAT HAPPENS TO YOU FROM NOW ON IS YOUR OWN DAMN FAULT.

\* \* \*

Here I was introduced to the second most influential man I've ever met. Aside from my father, no one person

has made quite the impression as BUC Robert Hines. Not before, not since.

In fact, as I toed the line that morning 17 years ago, the impression was not a very favorable one. I thought that there were at least two crazy people in the room — the man yelling at me was definitely a world-class overreacter, which may be a sign of the onset of creeping mental illness. The other crazy person in the indoc barracks that morning was me. I knew, at that moment, that only a crazy person would voluntarily join the Navy and subject himself to the treatment that I was receiving.

Over the next few days, I found out that when it came down to it, I knew nothing at all. Everything I thought I'd learned in my pre-boot camp life was wrong.

For instance, it had never dawned on me that a Navy work shirt — brand new, just out of the package — was anything but clean. Wrong.

\* \* \*

Day 2 noon.

THAT UNIFORM IS NOT CLEAN. IT CANNOT BE WORN UNTIL IT HAS BEEN WASHED. THEN IT WILL BE CLEAN.

Clean? It's brand new, how is it not clean?



\* \* \*

I had never given much thought to shoelaces, but to Hines shoelaces were a great tool to measure the value of another human being.

\* \* \*

Day 3, 3:30 p.m.  
 HOW ON EARTH DO YOU EXPECT THE NAVY TO TRUST YOU WITH VALUABLE EQUIPMENT IF YOU CAN'T EVEN FOLLOW INSTRUCTIONS TO LACE A PAIR OF BOONDOCKERS CORRECTLY. HOW SOME OF YOU EVEN MADE IT OFF THE BUS WITHOUT GETTING LOST IS A MYSTERY TO ME. C'MON YOU CAN DO THIS.

*The only "valuable equipment" I've been trusted with is a swab and a bucket. Swab! Since when have I called a mop by that name!*

\* \* \*

Slowly over the course of the next few weeks my vocabulary changed. A drinking fountain became a "scuttlebutt." That was no gun I was hefting around, it was a "piece." Floor? That's the deck, recruit. And remember, we have no walls here — only bulkheads. I didn't realize it at the time, but more than just my vocabulary was changing.

\* \* \*

Day 28 1600  
 THAT WAS THE WORST. THIS COMPANY HAS BEEN AT IT LONG ENOUGH TO GET THE DRILL CORRECTLY. YOU'LL BE ON THE GRINDER BRIGHT AND EARLY TOMORROW AND THERE'S NO SECOND CHANCE. YOU GET IT RIGHT THE FIRST TIME OR TAKE THE HITS. I KNOW YOU'LL DO WELL. YOU KNOW YOU'LL DO WELL. YOU CAN DO THIS. JUST GO OUT AND MAKE IT HAPPEN. DON'T FREEZE UP. YOU'RE NO GOOD TO YOUR SHIPMATES IF YOU FREEZE UP.

*He's right. Everyone was out of step. We looked like a bunch of new recruits*



U.S. Navy photo

**He looks like a mere mortal, but for eight weeks in 1973 he taught the "Navy gospel" according to Hines.**

*just off the bus. We'll nail that drill tomorrow. We'd better, I hate to think about the consequences if we don't ....*

\* \* \*

Marching, running, studying, cleaning, folding, unfolding, folding again — life settled into a routine and I felt more confident as each day passed. More than halfway through training, the CC spent less and less time with the company. We no longer needed constant instruction. We began to operate as a team and it was a matter of pride that we could get ourselves to the schoolhouse or galley without incident. We'd been doing this for four weeks. It wasn't like we were civilians anymore.

\* \* \*

DAY 55 2330  
 Can't sleep. Is this what the CC calls "channel fever?" The nearer we get to tomorrow's graduation the less we see of him. I guess that means we're doing OK. Just one more night here....

\* \* \*

Day 56 1100  
 WELL, THE EASY PART IS OVER. YOU GUYS WILL MARCH ACROSS THAT PARADE FIELD AND THAT'S THE LAST I'LL SEE OF YOU. LOOK AROUND YOU, TAKE NOTE OF THE FACES YOU DON'T SEE HERE. THOSE ARE THE ONES WHO DIDN'T BELIEVE ME. I TOLD

YOU THAT YOU COULD DO THIS. I TOLD YOU THIS TRAINING WASN'T HARD. THE ONES MISSING DIDN'T BELIEVE ME AND THEY DIDN'T BELIEVE IN THEMSELVES.

YOU LEARNED A LOT IN THE PAST EIGHT WEEKS ABOUT BEING A SAILOR, BUT WHEN IT COMES TO WORKING TOGETHER, DID YOU REALLY LEARN ANYTHING THAT YOU DIDN'T ALREADY KNOW? THE TEAMWORK YOU'VE SHOWN ME WASN'T TAUGHT — IT WAS IN YOU. I JUST MADE YOU BRING IT TO THE SURFACE.

SO, WHEN YOU'RE OUT IN THE FLEET AND PULL THE MIDWATCH AFTER ONE HELACIOUS DAY OF TURNIN' AND BURNIN' REMEMBER — IT'S NOT SO TOUGH — YOU CAN DO THIS.

\* \* \*

It's been 17 years since last I saw BUC Hines. His photo is in that yearbook our company got after graduation. I still have the book, though I never look at it. I've got a good memory, and while I wouldn't recognize my best friend from Company 063 if he bought me a beer in Mombassa, I clearly remember Hines' face screaming at me for some now-forgotten offense. I would say that is a lasting impression.

The temptation to look back and say Hines recited the standard boot camp line is strong. Of course "WE CAN DO THIS." Boot camp is like the high dive at the pool. The younger and closer you are the bigger it seems. A little age and distance does a lot to put boot camp into perspective.

The same is true of Hines. He wasn't "super sailor." He was just a sailor doing his job, like what the rest of us have become.

But the guy was right. □

*Bosco is assistant editor of All Hands.*



# Everyone wins

*Sailors volunteer  
for a special cause.*

Photos by PH2 Dolores Parlato Anglin



Above: Machinist's Mate 2nd Class James Robinson heads up the Brook Drive Group Home in opening ceremonies. Fifty-four active duty sailors from Naval Education Training Center Newport, R.I., and other local commands, volunteered to participate in the three-day 22nd Annual Special Olympic Games held last summer. Top right: The color guard, provided by the NETC, rendered honors during opening ceremonies. Right: Yeoman Seaman Lou Longo congratulates a contestant at the finish line for completing the 10-meter wheelchair race.







"Come on! Come on! You can do it!" yells Gunner's Mate (Guns) 1st Class Clifton Link, who is stationed on board USS *Capodanno* (FF 1093), homeported in Newport, as contestants approach the finish line. Awards were given at the end of each heat with everyone coming out a winner. A smile was considered the "uniform of the day."

Above: Student volunteers from the Surface Warfare Officers School, LT Bill Coogan, (center) and LT Lamar Campbell (right) cheer on a Special Olympics contestant during the 25-meter wheelchair race. Right: A finisher in the 50-yard dash gets a couple of "high fives" from Senior Chief Electricians's Mate Michael Dowell, an instructor at SWOS. There was no hiding the joy everyone felt as each athlete crossed the finish line. Volunteers acted as clerks, coordinating the athletes with their events, while others placed themselves at the finish line to encourage the athletes and to ensure that their standings in the events were properly recorded.





# Fleet week

## *Sailors deliver message: no to drugs, yes to life.*

Story by JO1 Donald Cobb

An armada of 15 U.S. Navy and Coast Guard ships steamed into New York Harbor for the third annual Fleet Week last summer. Before they left, sailors delivered more than a chance to see Navy ships — they gave young New Yorkers the life-promising message to “stay in school and stay off drugs.”

Fleet Week is held in New York City every year to give New Yorkers a chance to see the Navy — and give sail-

ors a week of great liberty in “the city that never sleeps.” The Coast Guard also celebrated its bicentennial during the five-day event.

During their visit to New York, many sailors volunteered to speak to area junior high and grade school students as part of the “Excellence in Education” program.

Excellence in Education was founded by the New York Fleet Week Foundation in cooperation with the New York Board of Education, and is sponsored by Metropolitan Life Insurance Company. The Navy became involved through its Pride and Professionalism initiative, a key program in the Navy during the last decade, aimed at improving the quality and morale of its sailors.

According to LCDR Gerald Wheaton, Navy coordinator of the event, 100 sailors and Marines from 11 ships and local shore stations visited 24 schools.

“There was no recruitment involved,” he said. “It was positive reinforcement for the children and the sailors. One sailor, a diver, brought a wet suit and let the children try it on. The message we wanted to deliver was ‘say no to drugs and yes to life.’”

Aviation Electronics Technician 3rd Class Mark Sorelle of Helicopter Squadron 7 aboard USS *John F. Kennedy* (CV 67), spoke to students at



Photo by PH2 Charles Moore



Photo by PH2 David W. Hopwood

**Top:** A New York youngster enjoys the fleet's visit. **Left:** Sailors enjoy our national pastime at Shea Stadium during their brief stay in New York City.





Photo by PHAN Joe Keichum

New York elementary and junior high school students receive the message to stay in school and to stay off drugs from a *Kennedy* crew member.

Public School Number 125 in Harlem.

"I didn't know what to expect, but I was very relaxed. It was very interesting and a lot of fun," said Sorelle. "I spoke to a class of gifted fourth and fifth graders. I gave pictures of the ship and aircraft to the kids. They asked thousands of questions such as, 'What's a ship like?' and 'Have you ever been to war?'"

"I was signing autographs all day," he added. "The students were coming up to me and asking me to sign their books, notepads, anything!"

Airman Ken Campbell visited Intermediate High School Number 285 (junior high) in the Bronx. "When we arrived, the principal was ecstatic to see us because he saw us as positive role models. The students were a little rambunctious, but well-behaved," he said. "They were curious to know how so many people could get along in an enclosed space like a ship. I told them that it takes teamwork. You may not like everybody, but you have to get along to get the job done."

"[I also said] there was no way we could accomplish our mission if we were doing drugs," Campbell continued. "You just have to make it work yourself because, although you can get [help] with problems, no one's going to baby-sit you."

He developed such a strong bond with the children that they were sorry to see him go. "They asked for our addresses so they could write to us," he said. "I wasn't expecting it, but it was nice to find out that we're admired so much by the children of New York."

Terry Dougherty of the Fleet Week Foundation said the goal was to get the sailors into the community as positive role models. "We wanted the sailors to urge the students to stay in school and say no to drugs," he said. "The feedback from it has been positive. The children reacted to the sailors very well, and a few sailors even volunteered to return to the schools after their first visit."

As sailors visited area schools, approximately 30,000 New Yorkers visited the 15 ships. Navy ships participating were USS *John F. Kennedy*, USS *Dale* (CG 19), USS *McInerney* (FFG 8), USS *Flatley* (FFG 21), USS *Moinester* (FF 1097), USS *Ortolan* (ASR 22) and USS *Emory S. Land* (AS 39).

Representing the Coast Guard were the training barque *Eagle* (WIX 327), icebreakers *Polar Sea* (WAGB 11) and *Sturgeon Bay* (WTGB 109) and cutters, *Hamilton* (WHEC 715), *Dallas* (WHEC 716), *Forward* (WMEC 911), *Alert* (WMEC 630) and *Cherokee* (WMEC 165).

Most New Yorkers were friendly and curious. Although they've earned a reputation for indifference, citizens of the fast-paced city seem to have a lot of admiration for the Navy uniform. Families offered to take sailors home for dinner and show them around the city. They struck up conversations with the sailors, asking questions like how long they'd been in the Navy, what their rating insignia meant or what their ribbons represented.

Many sailors visited museums, theaters and other entertainment spots.

AN Gerald Embry and Aviation Fire Control Technician 2nd Class Mark O'Connor of *Kennedy* found dinner prices in Manhattan hard to swallow, so they jumped on the subway in search of less expensive dining.

"The prices were more affordable in Greenwich Village," said Embry. "I've never seen a place with so many different kinds of restaurants."

"You can have Greek food, Chinese food, Italian, anything," said O'Connor, while munching on a huge pretzel at Shea Stadium. They were waiting to see a baseball game between the New York Mets and the Philadelphia Phillies. The city had set aside an entire section of the stadium for Navy and Coast Guard members.

Finishing out the week was the official opening of Naval Station New York at Staten Island. The new base is planned to be home for six U.S. warships and 4,500 Navy members and their families.

But the biggest success of the visit was the message delivered by Navy, Coast Guard and Marine Corps personnel to young students — to stay off drugs, according to John Iasparro, a New York City school teacher.

"Also, these kids got to see a different lifestyle and different opportunities than they normally see. They've seen that there's an alternative to the conventional workforce," he said, "and there are other ways to get an education." □

*Cobb is assigned to the Navy Office of Information East, New York City.*



# Cobra Gold '90

## VC 5 challenges "invading" troops.

Story and photos by PHC Carolyn E. Harris

An A-4E *Skyhawk* streaked through the faintly lighted pre-dawn sky of Southern Thailand on D-day of the 7th Fleet amphibious training exercise *Cobra Gold '90*, a joint exercise between the United States and Thailand.

The engine screamed as it swooped low to strafe Rayong Beach. The plane targeted the U.S. and Royal Thai assault vehicles roaring out of the surf to drop their cargoes of Marines in full

battle dress who spearheaded the assault.

In the air over the beach, wily pilots in A-4Es searched the sky, ready to pounce on the AV-8B *Harriers* providing air cover for the water and airborne invaders.

Just off shore, USS *Peleliu* (LHA 5), flagship of Commander Amphibious Squadron 3, Amphibious Ready Group Alpha and numerous other U.S. and Royal Thai Navy ships, maneuvered to avoid bombs being dropped and missiles being launched from other A-4E jets lurking in the early morning sky.

Playing the role of aggressor in the air at *Cobra Gold '90* were, for the seventh year in a row, the pilots and planes of Fleet Composite Squadron 5, forward deployed to the Republic of the Philippines.

LCDR George Renard, officer in charge of VC 5's Thailand detachment, explained the mission the "Checkertails" 12 pilots and 64 maintenance and support personnel performed during the two-week exercise.

"The squadron provides services for other units and ships," said Renard. "During *Cobra Gold '90* we were the enemy — we provided the opposition.

On D-day, Royal Thai Marines waded through the surf of Ban Kao Sap beach during the joint U.S. - Thailand training exercise *Cobra Gold '90*.





Below: A Thailand beach assault from a UH-1N *Huey* and two LCACs. Right: A reconnaissance team of man and dog prepares to land. Far right: Marine Cpl. Robert Glanvill demonstrates creative use of camouflage. Bottom: A wave of amphibious assault vehicles scurry ashore.



Photo by JOC(SW) Bob Remington

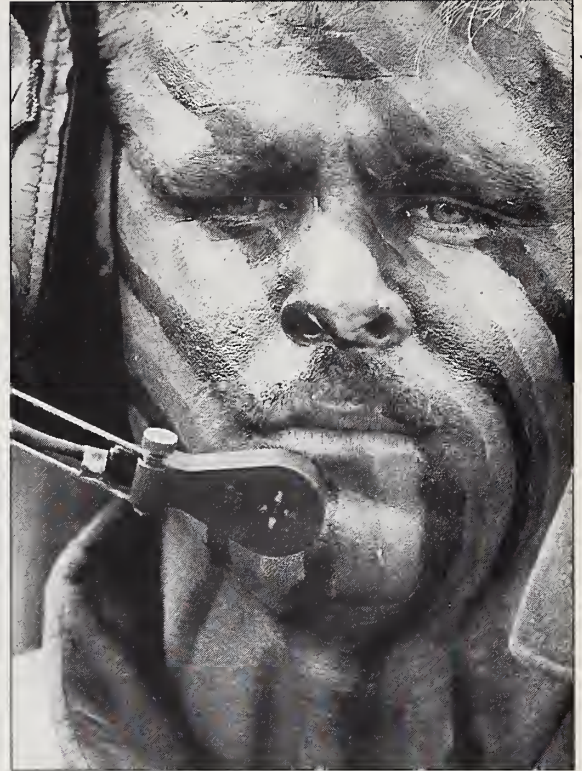


Photo by Pht Ted Salois

We were vectored against U.S. Marine *Harriers*, U.S. Air Force F-4s and Royal Thai Air Force F-5s, A-37s and F-16s.

"The Thais are very professional, well-trained pilots," Renard continued. "They are a challenge to fly against."

As the exercise got under way, "one mission was the war at sea," explained Renard. "We coordinated strikes against U.S. Navy combatant ships. The idea was to get as many weapons on the ship as possible from as many different directions as possible."

Another squadron mission during the training exercise was to simulate missiles. "We carried pods under our wings and flew a profile similar to a missile," said Renard. "The electronic equipment on the ship analyzed the pod's signal to tell the ship what kind



Photo by JOC(SW) Bob Remington

of missile it was. During part of the exercise, we carried a jamming pod to jam the ship's search or fire control radar."

In addition, the exercise required towing targets four or five miles behind their planes while flying over U.S. ships. The ships fired short-range surface missiles and surface-to-air gun-

nery at the moving target.

"One new thing we did during *Cobra Gold '90*," said Renard, "was bomb a target, called a spar, towed by the USNS *Hassayampa* [T-AO 145]."

Assistant Operations Officer LT Paul J. Mulloy described some additional training done with a helo unit and men of the Royal Thai Navy.



# Cobra Gold '90

"We trained Helicopter Squadron 4 in basic search and rescue tactics, on-scene commander responsibilities and deck landing qualifications aboard *Peleliu*," Mulloy said. "We even got some of their pilots and air crew qualified in CPR."

Royal Thai Navy Commander Sompoe Ounnahaleakaga, com-

manding officer of Helicopter Squadron 4, explained why exercises like *Cobra Gold '90* are important in training his men.

"It has helped to upgrade my pilots' skills by training with new equipment and learning new techniques," said Ounnahaleakaga. "Also, the pilots learned how new equipment such as

*Landing Craft Air Cushion* and *AV-8B Harriers* are used."

"This exercise not only rehearses our own combined-arms training, but allows us to practice interoperability with our Thai allies," said ADM Huntington Hardisty, U.S. Commander-in-Chief, Pacific.

Prior to *Cobra Gold's* "D-Day," a special assault demonstration was conducted for the benefit of more than 3,000 VIPs, special guests and media. The demonstration enabled people throughout Thailand to get a first-hand view of two allies working together to improve Thailand's defense readiness.

"It is the key exercise of the year [in Southeast Asia]," stated Hardisty. "We have other exercises, but smaller in scope. This is the one where we really exercise our cooperation and our joint command and control."

While *Cobra Gold '90's* joint amphibious assault training accomplished its mission, a Medical Civic Action Program also left a lasting impression. Medical and dental personnel from the U.S. Marines, Navy, Army and Air Force, along with their Thai counterparts, treated more than 16,000 Thais in a 14-day period.

Hardisty summarized, "*Cobra Gold '90* is the largest exercise in Southeast Asia. Each year it has grown a little in magnitude, but it has grown significantly in complexity and professionalism."

"We [in VC 5] have been training with the Royal Thai forces since 1983, LCDR Renard concluded, "and look forward to coming back and working with them again in 1991." □

*Harris is assigned to 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.*

**Top left: U.S. Marines await orders to use their M-16 rifles, grenade launchers and 81mm mortar. Above: A special purpose insertion extraction rig in use for a four-man recon team. Left: Royal Thai Marines storm the beach during D-day.**



Photo by JO3 J. Vincent Dickens





## Spotlight on Excellence

# Sailors of the Year

*Different personalities reap the same reward.*

Story and photos by JO3 Marke Spahr

"My mom ruled with an iron fist when I was growing up. I was well behaved, always respected my elders and did what I was told," said Chief Aviation Storekeeper (AW) Garfield M. Sicard. He added with a laugh, "I had to, or I'd get the hair brush to my butt. I think those same principles apply to being a sailor — except for the spanking."

Sicard, who was stationed aboard USS *Independence* (CV 62) when he was selected as Pacific Fleet Sailor of the Year, credits his upbringing with his success today. His mother instilled obedience and self-discipline as a permanent part of his character.

The other 1990 Sailors of the Year also have something special about their personalities that make them high achievers.

The Atlantic Fleet SOY, who was assigned to Nuclear Powered Ocean Engineering and Research Vehicle 1 (Submarine NR-1), homeported in New London, Conn., when he was selected, said his sense of gratitude set him apart.

"The trick is knowing where you come from and who got you where you are today. I get so much from my wife, the submarine community and from my division that I always try to give something back to them," said Atlantic fleet's Chief Machinist's Mate (SS) Kevin W. Giles. "That's something

I'm dedicated to doing every day."

Adventure is the spark that ignites the Reserve SOY.

"Flying with the Navy is the most fun thing I do," said Chief Aviation Anti-submarine Warfare Operator (AC) Michael A. West, assigned to Patrol Squadron 91, Naval Air Station Moffett Field, Calif. "I'm a curious person — a sensation-oriented person. As long as I'm having fun with what I do, I know I'll be productive." In his spare time, West has served as a Re-

serve Police Officer in Walnut Creek, Calif., a Special Olympics volunteer and a member of the Disaster Preparedness Team in his community.

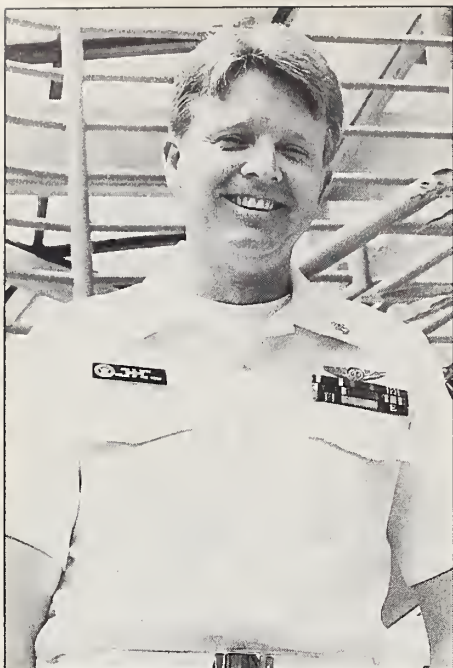
Seeking new experiences is almost irresistible to West. He'd like to go into space someday with the National Aeronautics and Space Administration. "I put in an application to NASA," he said, chuckling. "You think competition for Sailor of the Year is high!"

Some of the not-so-ordinary things



(L-R) The four Sailors of the Year with their wives: Jennifer and MMC(SS) Kevin W. Giles — Atlantic; Sonja and AWC(AC) Michael A. West — Reserve; Cheryl and AWC(AW) George R. Heider — Shore; Karen and AKC(AW) Garfield M. Sicard — Pacific.





**AWC(AC) Michael A. West**

he's wanted to do have been unattainable. "I wanted to reenlist in the air aboard an F-4," West said "but, that fell through. Next time I reenlist, I'll try again."

Contrasting with West's outgoing, fun-seeking attitude, Chief Aviation Anti-submarine Warfare Operator (AW) George R. Heider's strong suit is caution and thoughtfulness.

"Before I act on anything, I generally think it out in its entirety," said the Shore SOY, who was stationed at Maritime Surveillance and Reconnaissance Force 6th Fleet, Detachment

***Sicard — "You have to understand ...where you fit into the command's mission."***

Rota, Spain, when he was selected. "I think about the consequences and any alternatives. I weigh them out and then come up with a decision. It's made me consistently successful throughout my Navy career."

Even though each SOY has a different character strength that got him where he is today, they have one thing in common — spousal support.

***Heider — "I spend a lot of time helping junior people with their professional growth. I think that contributes to anyone's success in the Navy."***

"I think my wife's job is harder than mine," said Heider, whose wife Cheryl cares for their two daughters when he's away. "I have made a number of deployments throughout my career and Cheryl has supported me wholeheartedly on each one of them."

"My wife is very understanding," said Sicard, who has also made several deployments in his career. "Karen is an active-duty naval reservist and knows what the Navy is about. I'm glad to know when a cruise is over that

***West — "Treat everyone with respect. Don't try to come off as a know-it-all."***

I'm coming back to a stable home. It would be hard to go away and not have someone to come back to."

The SOYs have advice for other sailors who want to get ahead. That advice includes knowing your place in the system and learning from others.

"You have to understand why you are in this organization and where you fit into the command's mission," said Sicard. "Once you make the commitment to that mission — not just your division's mission — then the whole thing will fall into place. Just get out and do your part the best way you can."

"Absorb the things around you," said Giles. "Look at the people you work with and learn from their qualities."

Helping others and respecting them

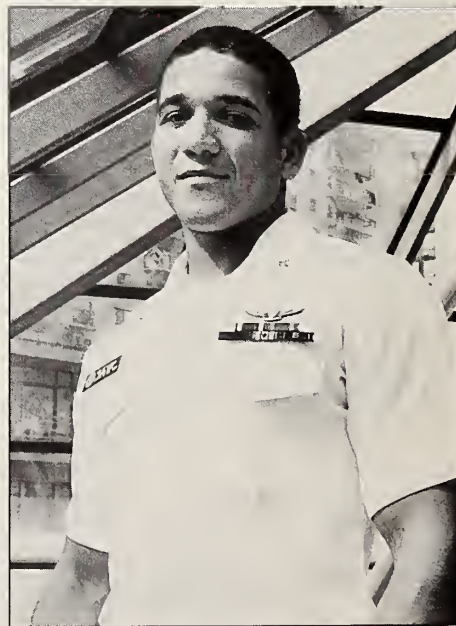
is also vital, according to the SOYs.

"Care about your people," said Heider. "Try to put junior people who aren't on the right track, on the right track. I spend a lot of time helping junior people with their professional growth. I think that contributes to anyone's success in the Navy."

"Treat everyone with respect," added West. "Don't try to come off as a know-it-all."

Being chosen as SOYs from a field of 365,000 other hard-working sailors is not the end of the line for these top performers. They feel that there will always be room for self-improvement.

"My goal is to remember to set aside time for the people who work for me," said Heider, who wants to make master chief someday. "If a person comes up to me and says, 'Chief, I have a problem,' I want to be able to have time



**AKC(AW) Garfield M. Sicard**



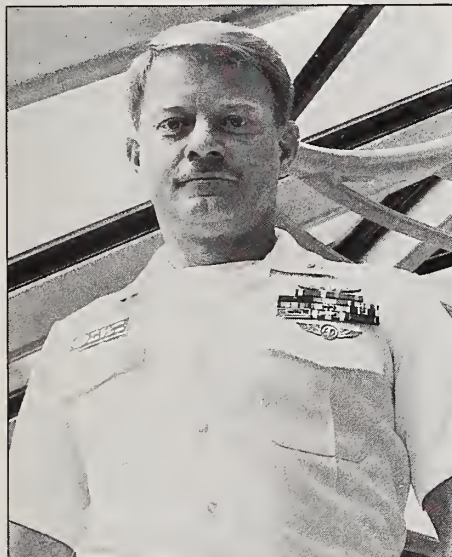
to sit down with him or her right then and there — not put them on hold. That's something I try to improve every day."

"I have a hard time cracking down on people in my division when things aren't going as they should," said Giles. "I have a hard time cracking down on myself. That's something I'm

trying to improve."

None of the Sailors of the Year ever set as their goal becoming a SOY. Each one simply did the best job he could — using his own special qualities of character and seeking success on his own terms.

You get out of the Navy what you put into it, according to Giles. That



AWC(AW) George R. Heider

*Giles — "Do the best job you can.... Look at options the Navy has to offer...."*

means your success is up to you. "Even if you're in a rating you don't like, don't give up on being successful," he said. "Do the best job you can until you can get into a rating you like.

"It really pains me to see junior people trying to cut their own throats when they don't like the ratings they are in," he said, explaining that some junior enlisted people will deliberately



MMC(SS) Kevin W. Giles

do a poor job hoping to get out of the Navy. "When I see that happening I tell them, 'Look at all the special programs and options the Navy has to offer, choose another rating, see your career counselor and go for it.'" □

Spahr is a writer for All Hands.

## The Sailor of the Year program

The Sailor of the Year program was started in 1972 by then-Chief of Naval Operations ADM Elmo R. Zumwalt Jr. to honor top sailors from the Atlantic and Pacific Fleets. In 1973, the program was expanded to include one sailor representing shore establishments. Nine years later, the program was revised to recognize reservists.

The four and their families are flown to Washington, D.C., for a week of ceremonies and special events in their honor. The CNO meritoriously advances SOYs to their next higher paygrade and awards each one with a Navy Commendation Medal.

The Fleet Reserve Association pays

travel and per diem costs associated with the Washington trip and also pays for a week-long vacation anywhere in the continental United States for the active-duty SOYs' families. The Reserve SOY's family's costs are paid by the Naval Enlisted Reserve Association. The Navy pays expenses for the SOYs' Washington visit.

In addition, the Navy Memorial Foundation awards SOYs with a 15-inch bonded bronze statue of the "Lone Sailor."

Sea SOYs may serve a one-year tour as special assistant to their fleet master chiefs. The Shore SOY may choose to serve a one-year tour as special assis-

tant to the Master Chief Petty Officer of the Navy, and the Reserve SOY may sit as a member of the Naval Reserve Force Policy Board.

Sailors in paygrades E-4 through E-6 are eligible to compete for SOY if they have a record of continuous superior performance, educational enhancement, command or community involvement, demonstrated leadership abilities and excelled in demanding assignments throughout the competition year.

For more information about the SOY program, see OpNavInst 1700.01E. □



# Bearings

## For Neptune Award winner under way is the only way

All checks have been completed and signed off. The long training cycle has come to an end and now it's time to put everything you've learned to the test. Like most jobs in the Navy there is little room for error here, and everyone is performing at peak efficiency.

All departments are rigged for dive and everyone awaits the order. "Dive!" One word sets a finely-tuned crew into action. The diving alarm sounds and the patrol begins. Another 70 days without the things that every sailor who has ever deployed aboard ship misses: loved ones, cars, fast food, baseball games. However, for a submariner that list includes a few other, more basic things like sunlight and fresh air.

It takes special people to embark on and successfully complete a strategic deterrent patrol aboard a U.S. Navy fleet ballistic-missile submarine. That is why they proudly wear the silver patrol pin on their uniforms.

But what kind of person does it take to do this 10, 20 or even 30 times? Ask Senior Chief Fire Control Technician

Stephen P. Wellinghurst, assigned to USS *Casimir Pulaski* (SSBN 633). He has gone through this process 34 times and was recently recognized as the sailor who has made more strategic-deterrent patrols than anyone.

Wellinghurst recently became the fifth person to receive the Neptune Award. In a ceremony at the headquarters of Commander Submarine Group 6, he was presented the award for the most strategic-deterrent patrols made by anyone in the Navy.

RADM Arlington F. Campbell, ComSubGru 6, congratulated him on his hard work and dedication. "It's a tremendous accomplishment, and shows a great deal of desire on [your] part," he said.

When he received the award, Wellinghurst simply said that he was "living proof that the only way, is under way."

But there is definitely more to it

than that. Wellinghurst has a love for the arduous and unending cycle of being on the crew of a fleet ballistic missile submarine. The cycle begins at the end of a patrol.

"It's a great feeling to be coming home," said Wellinghurst. "We call it 'channel fever.' As many times as I've done this I still get channel fever. The last couple of nights at sea you can't sleep, you're up all the time, feeling real excited."

When the sub makes port, she is turned over to another crew that will ready her for sea and take her on another patrol while the returning crew begins a stand down period of rest and recreation.

Then comes what Wellinghurst described as the most demanding part of the cycle — training.

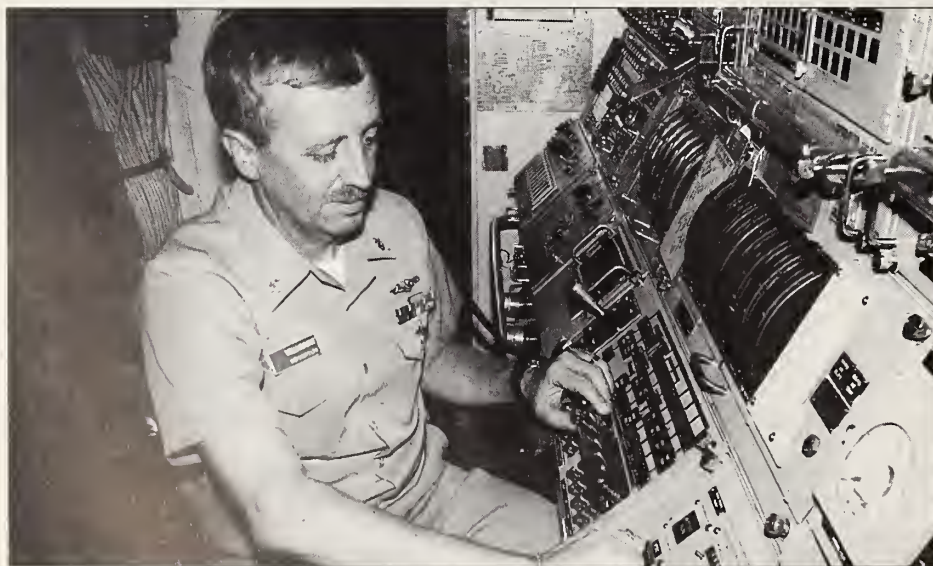
"On patrol you're briefed, trained and ready to respond to any situation. There are very few surprises at sea," he said. "But in training you have to prepare yourself to handle anything out of the ordinary. I'm unusual in that I've spent more time in the trainers than most of the instructors, so for me there usually isn't a whole lot of new information, but for the younger guys, training can be a hair-raising experience."

The final phase of this cycle is the patrol. While most people look toward patrols with the same amount of enthusiasm as having a tooth pulled, Wellinghurst relishes the thought of going to sea.

"The whole crew seems to come together," he said. "That's one of the things I like most about this community, it's a real close-knit society." ■

— Story and photo by JO2 Paul Taylor, assigned to PAO, Commander Submarine Group 6.

**FTCS Wellinghurst checks the ballast control panel while on watch aboard USS *Casimir Pulaski*.**





# Bearings



U.S. Navy photo

## *Eisenhower* crew spells it like it is

In what was described by one crewman as a "major visual spectacle," more than 1,900 sailors and Marines formed up on the flight deck of USS *Dwight D. Eisenhower* (CVN 69) for a special celebration honoring the 100th anniversary of the birth of the ship's namesake.

Eisenhower was born Oct. 14, 1890, and worked his way through the ranks. He headed the Allied invasion of Europe as a four-star Army general in 1944, was promoted to General of the Army (five-star) two years later and was elected the nation's 34th president in 1953. In commemoration of this American war hero's achievements, the crew commenced *Operation Spell-Ex*: forming up into five red, white and blue stars and the

years 1890-1990.

The colored stars were composed of 145 men each dressed in the red, white and blue shirts worn by flight deck personnel. Dress white uniformed sailors made up the years, with Marines arranged to form the center dash.

Bringing the flight deck formation together took about two hours said LT Ken Ross, the event coordinator. Standing in formation for that long may have been tiring he said, "but when they saw the final result they enjoyed the product of their effort and time. It paid tribute to the ship's role in preserving freedom and democracy in the way the late president envisioned it."

*Operation SpellEx* was one of many events the ship planned to host this

USS *Dwight D. Eisenhower* crew members execute *Operation SpellEx* by forming up more than 1,900 sailors and Marines on the carrier's flight deck in honor of the ship's namesake's 100th birthday.

year in celebration of Eisenhower's 100th birthday. Various ceremonial parades and picnic gatherings were held on the flight deck this summer while deployed to U.S. 6th Fleet and making foreign port calls. Special visitors were also welcomed aboard, including Dwight D. Eisenhower Jr., son of the late president, and Donna Pope, director of the U.S. Mint, who unveiled the Eisenhower commemorative silver dollar. ■

—Story and photo from Public Affairs Office, USS *Dwight D. Eisenhower* (CVN 69).



# Bearings

## Bosslift '90 gives employers look at Naval Reserve

On May 19, more than 100 civilian employers of Reserve personnel assigned to Naval Reserve Readiness Command Region 8 were airlifted to Naval Station Mayport, Fla. They got a firsthand look at some of the benefits they receive by having naval reservists as employees.

RedCom 8 hosted *Bosslift '90* to bring employers from Chattanooga, Tenn., Kings Bay, Ga., and Gainesville, Jacksonville and Orlando, Fla., to see the wide range of skills and capabilities gained by drilling reservists every weekend through on-site briefings, demonstrations and tours. The employers were also recognized with letters of appreciation for supporting our national defense based on the support they provided their employees "above and beyond that which is required by law," said CAPT Terry



McGee, *Bosslift '90* coordinator.

Every weekend, thousands of naval reservists report to their various training sites in preparation to augment the regular Navy in case of national emergency. More than 7,000 reservists from Puerto Rico, Florida, Georgia and Tennessee support the 197 Naval Reserve units in RedCom 8, playing a

**LCDR Mark Fulenwider, combat systems officer aboard USS *Flatley* (FFG 21), explains bridge operations to employers.**

vital role in this part of our national defense. ■

*Story and photo by JO2 Debra Butts assigned to Naval Reserve Readiness Command, Region 8, Public Affairs Office.*

## Sailors keep up the PACE aboard USS *John Hancock*

Family, friends and crew members of USS *John Hancock* (DD 981), homeported in Pascagoula, Miss., attended commencement ceremonies recently in Ocean Springs, Miss., for 20 crew members who earned college degrees through the Program for Afloat College Education.

The ceremony was the largest single graduation from a sea command in naval records.

"Today's graduation ceremony is the direct result of a commitment to excellence by the ship, Professor Taylor (the educator) and the crewmen, past and present, who took advantage of this unique educational opportunity which started almost four years ago," said CDR Don Peters, CO of *John Hancock*.

PACE gives sailors at sea the opportunity to take college courses offered by a number of fully accredited colleges and universities. The program provides functional skills, college level, and some vocational courses to afloat units. Since May 1986, *John Hancock* has maintained an active program that provides her sailors with the courses to obtain their degrees.

When instructors are not on board ship, course work is done using study guides or by electronic delivery. Tuition is fully funded by the Navy. Sailors pay for books and some fees.

"Earning this degree means a lot to me and it is something I might not have pursued if not for the Navy," said Electronics Technician 2nd Class Douglas L. Findley.

Since the initiation of PACE aboard *John Hancock*, more than 3,200 semester credit hours have been earned in the areas of history, law enforcement, mathematics, management and political science. In the last two years, 32 crew members earned college degrees from various institutions — a figure that represents more than 10 percent of *John Hancock's* crew.

"I reported on board without any college work," said Fire Controlman 1st Class Christopher D. Haden. "Now I am rotating to shore duty with an associate's degree. I don't think any other ship has a program like this, either in quality or commitment." ■

—Story by Jan Kemp Brandon, writer for All Hands.



# Bearings

## Unusual tourist spot found in Boston by *Guam* crew

During a recent port visit to Boston, many crew members of USS *Guam* (LPH 9) found the city filled with tourist attractions such as the Marketplace, Freedom Trail, Bunker Hill Monument and the Children's Hospital.

Forty-five men from the amphibious assault ship spent some of their valuable liberty time visiting youngsters and their parents at the Boston Children's Hospital. The sailors wore their dress blues and biggest smiles for the visit and entered the lives of these sick children just by letting them know that someone cared.

"The fact that sick children were involved is probably the main motivator for most of the men," said *Guam*'s chaplain CDR Robert P. Reidy. "We've had the largest turnout for any project."

Photographer's Mate 2nd Class

A patient shares a special moment with USS *Guam* crew member Aviation Boatswain's Mate (Fuels) Airman Apprentice John Lewis.

Martin "Bo" Green said, besides enjoying the sight of smiling faces on children, "I get a lot of self-satisfaction out of helping those that need it. It felt good to bring a bright spot to those who were in the hospital and also the parents of the patients."

Sailors split up into groups of three to five and delivered balloons, ship's pictures, conversation and good cheer throughout the hospital. Some stayed in the lobby to hand out balloons for children coming in for treatment. Others handed out photos of *Guam* and talked with parents and children about a variety of topics.

"We got a good response from the parents," said Aerographer's Mate 2nd Class Kevin Bowling, "who thanked us for showing up. For many of them, it was the first time they had seen a sailor in uniform. I think it was a real treat for the kids."

Airman Jimmy Stump probably provided the best treat of the day for the kids when he dressed up and performed his clown routine. "I react the



Photo by PH2 Martin Green

Seaman Dustin White ties a *Guam* balloon to a young patient's carriage after entering the children's hospital.

same way the children react when they see me — their faces light up with such happiness — I feel the same emotions they're experiencing," said Stump. "After performing my act, I *know* the time spent was well worth it."

In addition to entertaining and handing out mementos to the children, many more sailors contributed to the visit by participating in the hospital's "Pints for Half-pints" blood drive program.

Reidy said everybody benefited from the visit. "This is the type of unselfish dedication that presents the Navy in a positive light to cities where the Navy isn't common," the chaplain said. "I believe it was good for everyone all the way around."

Although *Guam* left Boston for her home port in Norfolk, a little piece of the ship and crew were left behind in the hearts of many Boston children. ■

— Story by JO2 Adam S. Bashaw assigned to USS *Guam* (LPH 9) Public Affairs Office.

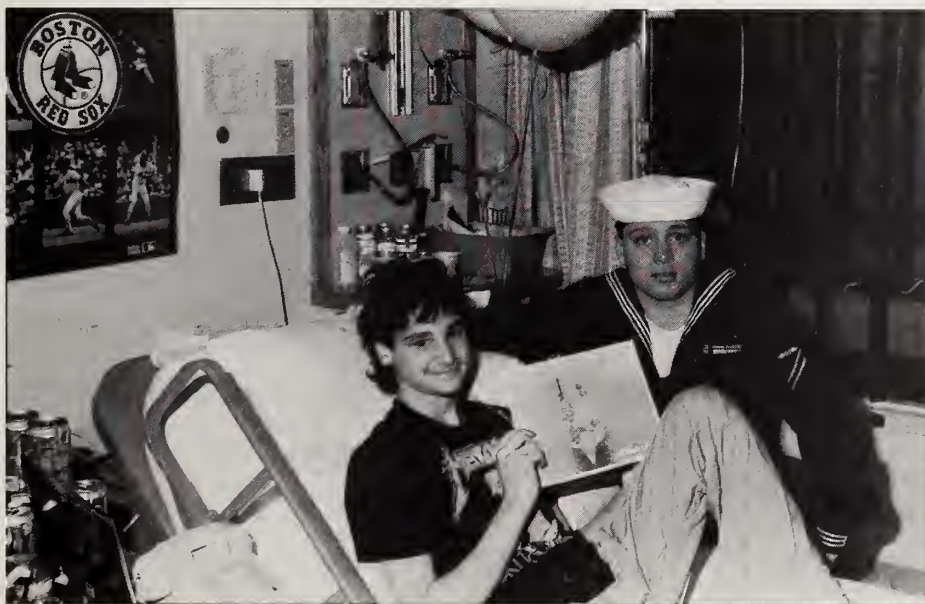


Photo by PH2 Martin Green



# News Bights

No one should doubt our staying power or determination, declared President George Bush in a speech to Pentagon employees about the mobilization of forces to the Middle East. He told them that "one of the most important deployments of allied military power" since World War II had been launched.

"Our action in the Gulf is about fighting aggression — and preserving the sovereignty of nations," Bush said. "It is about keeping our word and standing by old friends. It is about our own national security interests and ensuring the peace and stability of the world."

\* \* \*

Praised for its environmental efforts, Naval Air Station Jacksonville, Fla., was named co-winner of the 1990 National Recycling Coalition Award.

According to the chairman of the NRC awards committee, NAS "Jax" tied with Southwestern Bell Telephone for the prestigious award after being nominated by the Naval Military Personnel Command's Morale, Welfare and Recreation Division. Selection criteria included encouragement of all employees to donate recyclable materials and management policy demonstrating a commitment to recycling.

The program at Jacksonville began in September 1989, with monies brought in helping to pay for an addition to the base child care facility and construction of the new Manatee Point Park. At no cost to taxpayers, recycling money funded a new physical fitness center, new recycling facility and a fenced enclosure at the base's brig for prisoners working in the recycling program.

\* \* \*

To add to savings for customers and to increase awareness that the Navy Exchange is the best source for high demand merchandise, the NEX has established the Value Pricing Program.

The result of discussions at a Fleet and Force Master Chief Symposium, the new program focuses on important individual and family necessities. Merchandise in the program includes selected household goods, health and beauty aids, film, blank audio and video tapes, small appliances, lawn care products, paper products and basic clothing needs.

Under the Value Pricing Program, monthly price comparisons will be conducted at local retailers on these selected items to ensure competitive prices. NEX will also maximize the purchasing power on these high-demand items and will take advantage of volume discounts to maintain low prices.

To help its customers, NEX will post signs giving

both the NEX price and that of the lowest surveyed local retailer.

\* \* \*

Defense Secretary Dick Cheney has reduced the number of flag officers on his staff by one-half, in response to "world changes and tighter budgets," according to a DoD statement.

Cheney ordered that 13 of the 27 positions on his personal staff, normally filled by generals or admirals, be eliminated and filled with civilians or given to lower-ranking officers.

"We cannot afford to assign our most-seasoned and experienced military officers to Pentagon staff jobs that could be handled by civilians or less senior military officers," Cheney said. "With fewer generals and admirals, those who remain must be placed in positions of command and crucial military responsibility."

\* \* \*

The guided-missile cruiser *Hue City* (CG 66) was christened recently in Pascagoula, Miss. The *Aegis* cruiser was the first U.S. ship named for a Vietnam War battle.

The 563-foot *Ticonderoga*-class ship is built specifically to provide primary anti-air warfare protection for Navy battle forces. The ship will be capable of operating in all warfare mission areas to detect, track and destroy enemy aircraft, missiles, submarines and surface ships. *Hue City* is scheduled to join the fleet in September 1991.

\* \* \*

Naval Sea Systems Command searchers aboard USNS *Narragansett* (T-ATF 167), a fleet ocean tug, located what may be sunken evidence sought in the investigation of an airline tragedy last year.

After a five-day search, the Orion Unmanned Sonar-Scanning System identified a debris field 90 miles southeast of Oahu, Hawaii. The field may contain the cargo door torn from a United Airlines 747 on Feb. 24, 1989. National Transportation Safety Board investigators believe that a fault in the door mechanism caused the side of the airliner to shear away, pulling nine people to their deaths in the Pacific Ocean.

A 10-foot by 10-foot metallic object found in 14,000 feet of water was marked after remotely operated cameras could not obtain a picture of the ocean bottom. Officials were able to get computer-enhanced displays from the Orion Sonar System, adding weight to the possibility that the object is the cargo door. □



# Mail Buoy

## Missed the boat

The *All Hands* "A sad farewell" to the *Coral Sea* (CV 43) was well done except that the ship was never designed or laid down as a battle cruiser. The *Coral Sea* was ordered on June 14, 1943, as an aircraft carrier (CVB 43) — one of six ships of the *Midway*-class ordered from 1942 to 1945.

The "B" in her designation was for large (as CB was for large cruiser).

Actually, the escort carrier (CVE 57) was named *Coral Sea*, but she was changed to *Anzio* on Sept. 15, 1944; subsequently, the CVB 42 was named *Coral Sea*, but she was changed to *Franklin D. Roosevelt* on May 8, 1945. Thus, the CVB 43, later CVA 43 and then CV 43, is the third carrier to be assigned the name *Coral Sea*.

July was a particularly good issue.

— Norman Polmar, Editor  
*The Ships and Aircraft of the U.S. Fleet*

• You're right — one of our sources gave us some bum information. The keel for the ship best known as *Coral Sea* — CV 43 — was laid in 1944 and commissioned in 1947. — ed.

## Irresponsible dowsing

Your article, "Home at last" (April 1990), was journalistically irresponsible. You reported, as if true, the claim of the investigating officer that dowsing, the use of a divining rod, enabled the search team to find human remains. This claim is based on the notion that "human beings also possess a strong magnetic field, which remains after death and decomposition."

If you had bothered to check your facts with competent authorities, you would have found that this pseudo-science has been thoroughly discredited.

What if the investigators claimed to have found the remains from reading their horoscope that day or that the ghost of the dead pilot appeared and pointed them out? Would you report that?

Now, more than ever, we need a scientifically literate, technically competent Navy. By reporting superstition as fact you are not helping us.

— OSCS John T. Jarvis  
USS *Ponce* (LPD 15)

• You say it is pseudo-science and that the dowsing method has been thoroughly discredited. But the fact is — the dowsing method worked — the remains were found. Sometimes things that happen in this life can not be explained away scientifically. — ed.

## Wrong or right?

In the May 1990 issue of *All Hands* there is an article titled "Flight Training History," which I read with interest having been an aviation cadet who completed flight training in 1938.

Reference is made to the photograph of student enlisted personnel in flight training and the accompanying caption which states "An early Elementary Training Squadron of cadets, etc." I was always under the impression the "cadet" with respect to naval aviation applied only to aviation cadets authorized by the 1935 Aviation Cadet Act. If that is the case, the caption to the picture should have classified the personnel as "student aviators" and not as "cadets."

Am I wrong? Please clarify.

— CAPT J.D. Arbes (retired)  
Pensacola, Fla.

• In checking United States Naval Aviation, 1910-1980, we find that the correct classification is "student aviators," based on the apparent age of the photo. — ed.

# Reunions

• **USS Harrison (DD 573)** — Reunion Oct. 1-5, Louisville, Ky. Contact John Chiquoine, 323 Wellington Road, West Chester, Pa. 19380; telephone (215) 692-2627.

• **292nd Joint Assault Signal Company** — Reunion Oct. 4-7, Fort Mitchell, Ky. Contact Carl Hamilton 3349 Fernside Blvd., Alameda, Calif. 94501.

• **USS Canopus (AS 9)** — Reunion Oct. 9, Seattle. Contact Andrew A. Henry, P.O. Box 637, Thousand Palms, Calif. 92276.

• **295th Joint Assault Signal Company** — Reunion Oct. 11-14, Cape May, N.J. Con-

tact Lee Stanton, 510 Robin Road, Cape May Beach Villas, N.J. 08251.

• **VP 14, VB 102, VPB 102** — Reunion Oct. 18-20, Tuscon, Ariz. Contact Ted Marshall, 4662 E. Don Jose Drive, Tucson, Ariz. 85718.

• **5th Amphibious Corps Medical Battalion World War II** — Reunion Oct. 20-26, San Diego. Contact Larry DuBois, Box 711, Encinitas, Calif. 92024; telephone (619) 753-5602.

• **Naval Air Station Atsugi, Japan** — Reunion Oct. 27, San Diego. Contact Robert F. Gillen, 13775 Paseo Cevera, San Diego, Calif. 92129; telephone (619) 484-7206.

• **USS Natoma Bay (CVE 62)** — Reunion Nov. 9-11, Orlando, Fla. Contact Bob Wall, 2917 S. Atlantic Ave., #306, Daytona Beach, Fla. 32118.

• **Vietnam Brown Water Navy** — Reunion Nov. 11, Albany, Ore. Contact Dave Crockett, P.O. Box 5523, Virginia Beach, Va. 23455; telephone (804) 397-8967.

• **USS Shamrock Bay (CVE 84)** — Reunion Nov. 16-18, Charleston, S.C. Contact Fred H. Griggs, 1989 Dandy Road, Dallas, Ga. 30132; telephone (404) 445-4470.

• **USS Sussex (AK 213)** — Reunion February 1991, San Diego. Contact Donavon English, P.O. Box 20968, Portland, Ore. 97220; telephone (503) 252-4601.

• **USS Kanawha (AO 1)** — Reunion March 7-9, 1991, Phoenix, Ariz. Contact George Wilder, 214 West Ruth Ave., Phoenix, Ariz. 85021; telephone (602) 943-9549.

• **USS Higbee (DD 806)** — Reunion March 8-10, 1991, Buena Park, Calif. Contact Jimmie Huffman, 8311 San Marino Drive, Buena Park, Calif. 90620; telephone (714) 527-8026.

• **USS Colhoun (DD 801)** — Reunion April 5-7, 1991, Long Beach, Calif. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

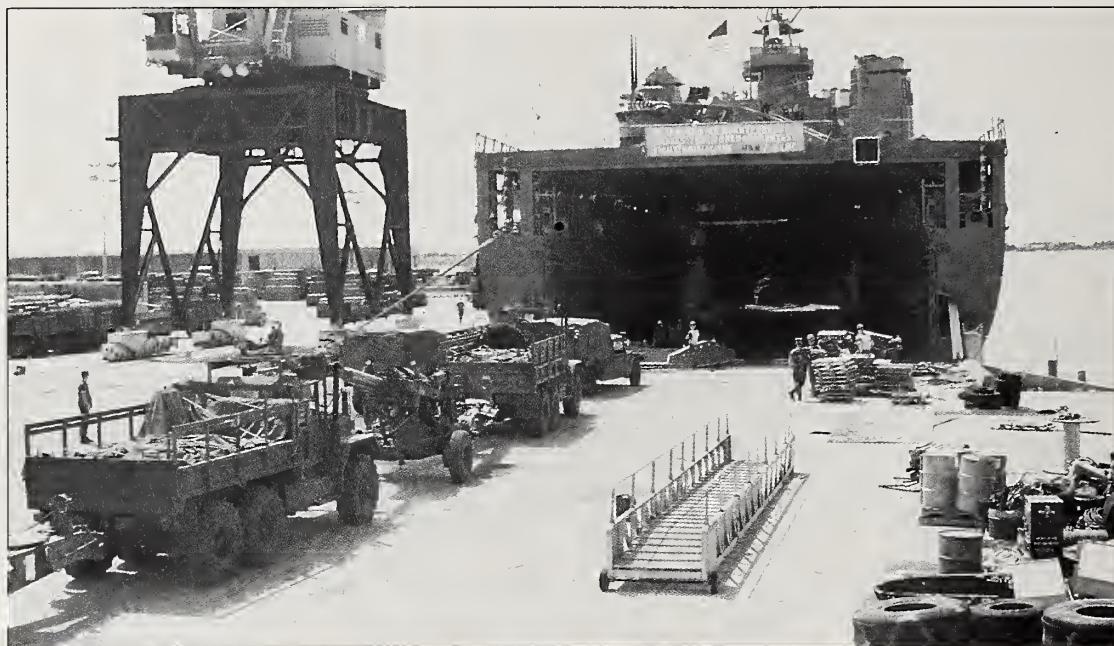
• **USS Terry (DD 513)** — Reunion April 10-13, 1991, Norfolk. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

• **USS John Hood (DD 655)** — Reunion April 18-20, 1991, Baton Rouge, La. Contact John Snider, 5008 Lavaca Court, Midland, Texas 79701; telephone (915) 697-5309.

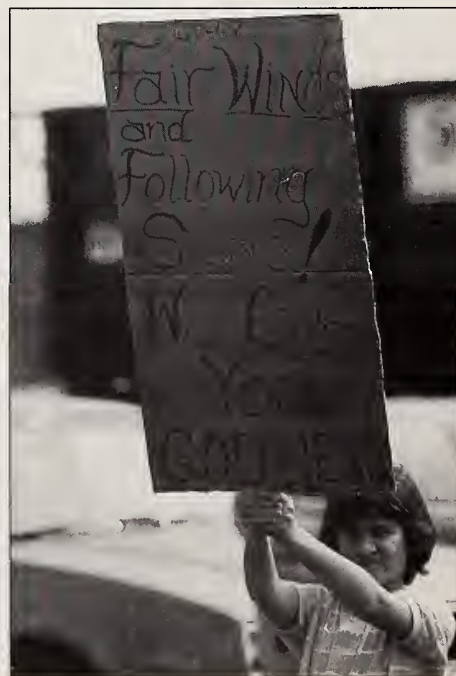
• **USS Luce (DLG 7)** — Reunion May 24-27, 1991, location pending. Contact R.E. Ackerman, 4511 Elite Drive, Orlando, Fla. 32822; telephone (407) 275-0990.



# Navy-Marine Corps team moves out



Above: Navy-Marine Corps amphibious team loads out aboard USS *Gunstan Hall* (LSD 44) in mid-August for *Operation Desert Shield*. Left: Marines ready for deployment at Camp Lejeune. Below Left: Sailors check aboard USS *John F. Kennedy* (CV 67) for deployment with *Desert Shield*. Below: A little girl at *Kennedy's* departure — concern on her face but support in her heart.







The first flight of *Avenger*, a new generation of attack aircraft for the Navy, is planned for late 1991. This artist's rendition shows what the *Avenger* may look like in the air. The aircraft will be able to penetrate the most sophisticated defenses and deliver greater quantities of ordnance accurately at less risk to its two-member crew through low-observable technology, greater speed and advanced weapon and survivability systems. Designed to replace the 27-year-old A-6E *Intruder*, the A-12 will provide all-weather, day/night attack capability to the fleet well into the 21st century. U.S. Navy illustration.





Entry to a new life • Page 17



MISSING NOV.







# ALL HANDS

DECEMBER 1990

U OF F LIBRARY



51.95  
416 ✓ MODK

*Rim Pac '90*



Navy Christmas from 1988 in the Persian Gulf — a petty officer helps “Santa Claus” into a Helicopter Combat Support Squadron 3 CH-46 *Sea Knight* helicopter. Santa distributed gifts to U.S. Navy personnel assigned to Persian Gulf escort duty. Photo by PH2 Sherrie De Long.





Secretary of the Navy  
**H. Lawrence Garrett III**  
 Chief of Naval Operations  
**ADM Frank B. Kelso II**  
 Chief of Information  
**RADM Brent Baker**  
 CO Navy Internal Relations Activity  
**CDR Connie L. Haney**  
 XO Navy Internal Relations Activity  
**LCDR Patricia J. Anthony**  
 Director, Print Media Division  
**LT Ken Cronk**  
 All Hands Managing Editor  
**JOCS Robert C. Rucker**  
 All Hands Assistant Editor  
**JO1 Lee Bosco**  
 Photojournalist  
**PH1(AC) Scott M. Allen**

Writers  
**Jan Kemp Brandon**  
**JO1(AW) Linda Willoughby**  
**JO1 Melissa Wood Lefler**  
**JO1 Chris Price**  
**JO1 Sherri Bashore**  
**JO2 Andrew I. Karalis**  
**JO3 Marke Spahr**  
 Associates for Art and Layout  
**Michael David Tuffli**  
**Leroy E. Jewell**  
 Graphics and Typesetting  
**DM2 P.V. Whitehurst**  
**William E. Beamon**

**All Hands** (USPS 372-970; ISSN 0002-5577) (Number 885) is published monthly by Navy Internal Relations Activity: 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Second-class postage paid at Alexandria, VA 22314, and additional mailing offices.

**Subscriptions:** Superintendent of Documents, U.S. Government Printing Office, Washington, DC 20402. Price: \$15, U.S. and FPO; \$18.75, foreign. Make checks/money orders payable to: "Superintendent of Documents, GPO."

**Postmaster:** Send address changes to All Hands, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007.

**Editorial Offices:** Send submissions and other correspondence to: NIRA, Print Media, Attn: Editor, 601 N. Fairfax St., Suite 230, Alexandria, VA 22314-2007. Phone (703) 274-6208 (AV 284-4455) for editorial; (703) 274-5953 (AV 284-4315) for distribution.

**Message:** NAVINRELACT WASHINGTON DC.

**Authorization:** The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee.

NIRA also publishes *Captain's Call Kit*, *Navy Editor Service*, *Navy Family Life-line*, *Navy News Service*, *Public Affairs Communicator* and *SecNav/CNO Report to Congress*.

# ALL HANDS

MAGAZINE OF THE U.S. NAVY  
 DECEMBER 1990 – NUMBER 885  
 69th YEAR OF PUBLICATION



USN Photo

## Far East exercise — Page 20

- |  |   |
|--|---|
| <b>4</b> <b>Person to Person</b><br>MARS talks to <i>Desert Shield</i> | <b>24</b> <b>Soviets in San Diego</b><br>Celebration of <i>glasnost</i> |
| <b>6</b> <b>The last diesel</b><br><i>Blueback's</i> decommissioning   | <b>27</b> <b>Making payday painless</b><br>ATMs go to sea               |
| <b>9</b> <b>Getting the word out</b><br>Career Information Team        | <b>28</b> <b>The sailor's bank</b><br>Navy Finance Center               |
| <b>12</b> <b>Lone sailor's vigil</b><br>The Navy Memorial in D.C.      | <b>35</b> <b>Boot camp and beyond</b><br>Training for the fleet         |
| <b>15</b> <b>The budget and you</b><br>How the budget process works    | <b>38</b> <b>Keeping them rolling</b><br>SLEP for trucks                |
| <b>20</b> <b>RimPac '90</b><br>Multinational exercise                  | <b>40</b> <b>Display ship <i>Barry</i></b><br>Ceremonial platform       |

**2** News You Can Use / **33** Middle East Chronology  
**34** Spotlight on Excellence / **47** News Bights / **48** Mail Buoy/Reunions

**Front cover:** Flight deck crew clears out during an underway replenishment in support of *RimPac '90*. See story, Page 20. Photo by Fleet Imaging Command Pacific.

**Back cover:** Soviet sailors man-the-rail as they pull into San Diego for a liberty visit. U.S. Navy photo.



# News You Can Use

## **Personnel Issues**

### **Quality control and reenlistments**

If you are a petty officer 2nd class or above, had a 2.8 or below on an evaluation for reasons other than unsatisfactory body fat count or physical readiness test failure, been to adverse captain's mast or been the subject of a drug and alcohol report, you are probably on petty officer quality control.

The Petty Officer Quality Control Review Board at Naval Military Personnel Command reviews records of members with career problems and notifies them that improvement is required if they wish to continue their Navy career. Receiving a letter of substandard performance is not the end of your road in the Navy. But, if you haven't improved within two years or by end of your obligated service, you will need authorization from NMPC-831 to reenlist or extend.

Requests to separate from the program, reenlist or extend must be in writing through NMPC via your commanding officer. If performance standards haven't been met by your EAOS, you can write NMPC to appeal for retention. For more information, contact NMPC-831 at Autovon 224-8223 or commercial (703) 614-8223. □

## **New physical fitness guide**

A new Navy Physical Conditioning Guide is available to assist command fitness coordinators with basic information concerning proper exercises and procedures for developing and maintaining aerobic fitness, muscular strength, muscular endurance and flexibility. Progressive training schedules for running, walking, swimming and cycling (aerobic fitness) plus strength development with weights and equipment is outlined. Guides can be ordered from Navy Publications and Forms Center, 5801 Tabor Avenue, Philadelphia, Pa. 19120 or by contacting LCDR Ed Marcinik, at commercial (703) 614-5742 or Autovon 224-5742. □

## **Scholarships for family members**

The Family Member's Scholarship pamphlet, published by Naval Military Personnel Command, provides information on about 100 scholarships, ranging from \$1,000 to \$10,000, available to Navy family members. This pamphlet provides a partial listing of agencies, organizations, clubs and other military affiliated groups which may help pay for further education.

Applications are screened by each scholarship sponsor and not by NMPC. All scholarship sponsors establish eligibility criteria, set deadlines and appoint their own selection committees. Pamphlets are available at Family Service Centers, command master chief and command career counselor offices or by writing Commander, Naval Military Personnel Command, NMPC-602, Washington, D.C. 20370-5000 for a free copy. □

## **New dialing procedures**

Callers trying to reach the Pentagon or detailers at the Navy Annex, must now dial area code 703 instead of 202.

In addition, telephone prefixes for Washington-area DoD commands, including Crystal City, have changed from the 694- prefix to a 614- prefix. All Autovon numbers remain the same. □



## **JOBS training segments can open "A" school doors**

If you are interested in getting into an "A" school that has been closed to you, then Job Oriented Basic Skills can help.

JOBS trains sailors who do not meet specific Armed Services Vocational Aptitude Battery score requirements to qualify for a Navy class "A" technical school in a rating in which they show potential. Currently, JOBS has six functional strands or training segments:

**Strand I:** a four-week engineering course conducted at Great Lakes, Ill., which feeds into BT, GSM and MM "A" schools.

**Strand II:** an eight-week operations course conducted at Memphis, Tenn., which addresses OS, OTM-AEF, AW and STG "A" schools.

**Strand III:** a five-week administration course conducted at Meridian, Miss., which funnels into

PN, SK, AK, DK, YN and AZ "A" schools.

**Strand IV:** an eight-week electronics course conducted at Memphis, Tenn., which directs students into AT, AX, AQ, ET-AEF, FC-AEF, GM and EW "A" schools.

**Strand V:** an eight-week electrical course conducted at Memphis, Tenn., which funnels students to EM, CE, IC and AE "A" schools.

**Strand VI:** a four-week navigation course conducted at Orlando, Fla., which pipes students into the QM "A" school.

To participate in this program you must be a U.S. citizen, at least 17 years old and meet the Navy's physical requirements, including drug/alcohol policies.

For more information refer to OpNavInst 1514.1A or contact Naval Military Personnel Command Code 482 at Autovon 223-1326 or commercial (703) 695-9540. □

## **Separation pay considered for enlisted members**

The Navy fully supports separation pay, now being drafted by DoD and members of Congress, even though the option may never be used. Although other services are planning involuntary reductions in reaction to budget cut-backs brought about by recent world events, the Navy does not expect to force out enlisted personnel. Separation pay is intended to compensate involuntarily released members for their loss of retirement benefits, and to ease their transition into civilian employment.

Chief of Naval Personnel VADM Mike Boorda said, "The Navy plans to meet required force reductions through reduced accessions and retirements under high-year tenure rules rather than involuntary releases. Some early retirements and releases of Navy officers may be necessary however."

Under current law, only officers and enlisted

reservists are entitled to separation pay when involuntarily released. New legislation would add regular enlisted members, and increase minimum service requirements from five to seven years for officers and enlisted. The legislation is also expected to retain the existing \$30,000 payment cap.

To qualify for separation pay, involuntarily separated members would have to be fully qualified for retention. Planned changes to DoD and Navy policy would virtually eliminate from eligibility those separated under adverse circumstances including substandard performance, misconduct, homosexuality and failure of drug or alcohol rehabilitation.

If passed, enlisted separation pay legislation is expected to take effect in 1991. Updated information on this legislation will be provided as it becomes available.

For more information see SecNavInst 1900.7 series and DoD Directive 1332.29. □



# Person to person to person

## *Sailors and Marines get home via MARS.*

Story and photo by JO2(SW) Joe Bartlett

As the Navy's massive commitment to *Operation Desert Shield* continues, sailors and Marines aboard U.S. warships in the Middle East are going to MARS to reach out and touch someone.

For more than 40 years, the Military Affiliate Radio System has provided emergency communications for military, civil and disaster officials while handling morale and personal emergency message and voice communications traffic. Today it continues that mission by keeping *Desert Shielders* in touch with their loved ones back home.

A volunteer program, MARS was established in November 1948 for the Army and Air Force. In August 1962, establishment of Navy-Marine Corps MARS brought this service to sailors and Marines at sea.

In the early years of the Navy's program, operators ashore and aboard 35 Navy ships transmitted routine information and teletype messages for the American Red Cross. By 1976, shore-based operators provided voice communication through radio-telephone "patches" from sailors at sea to loved ones back home. Prior to *Operation Desert Shield*, this network of volunteers averaged 60,000 phone calls each year.

Along with phone patches — 13,850 of which were completed from ships through ashore MARS stations in September 1990 alone — MARS operators provide a message service to sailors and Marines — MARS-grams.



While the number of phone patches increased 300 percent since *Operation Desert Shield* began, use of the free MARS-gram service has skyrocketed by more than 3,500 percent. MARS-grams transmitted over radio using a shipboard computer and modem helped nearly 9,000 sailors send word home during the first 60 days after the Iraqi invasion of Kuwait.

Aboard USS *Flint* (AE 32), Electronics Technician 2nd Class Bernie Walls tunes the transmitter of the ship's MARS station in another attempt to help a crew member get in touch with home. *Flint* is one of 416 Navy, Military Sealift Command, National Oceanographic and Atmospheric

**Fred Chapman's work as a MARS volunteer makes him feel he's a part of *Operation Desert Shield*.**

Administration and U.S. Army ships equipped with MARS stations. Since the Aug. 2 Iraqi invasion of Kuwait, Walls and his fellow MARS operator, Electronics Warfare Technician 2nd Class John Drew, have helped more than 200 *Flint* crew members contact home while supporting USS *Independence's* (CV 62) carrier battle group.

Walls and Drew volunteered to man the station through the long nights of this deployment — the only time radio signals can reach the United States from the Gulf of Oman. *Flint's* station



gets plenty of business in the early hours before dawn. Scores of crew members fill out request forms and wait patiently below on the mess decks until their name is called to see if they can get through.

Storekeeper Seaman Apprentice Rhonda Bolen beamed after talking with her grandmother, Mozelle Robertson, following reports that a tornado had swept through her hometown.

"She was just fine," Bolen said. "Hearing her voice at home is a lot better than a letter. Knowing my family's all right takes a lot off my mind."

MARS phone patches are limited to five minutes, unless it's an emergency. Responses to Red Cross traffic override all routine calls, enabling sailors to contact family members during a crisis. The operator sits beside the caller to ensure the signal is clear and that the caller doesn't discuss matters that would involve security. When the call is completed, Walls and Drew wait for their next turn in the rotation to try another patch.

"Red Cross messages are sometimes hard on the operators," said Chief Navy Career Counselor Michael Scott, *Flint's* MARS coordinator. "Normally they inform of a death in the family or similar tragedy and there are tears involved. It gets to you after a while, but putting the crew in touch with people back home is worth it."

Walls recalled one Red Cross call where a sailor spoke with his mother, whom doctors had given only days to live. "He was begging her not to die until he got home," he said. "She said she would try, but knew that her time was coming. It really tore me up."

"The biggest problem for both people on the ship and those back home is fear of the unknown," said *Flint's* Commanding Officer CDR George L. Skirms III. "There's always that suspicion by stateside families that we're saying 'everything's wonderful' when it's not. MARS has been the key to getting the message across that everything is OK."

The key to that communication from *Desert Shield* ships has been the 88 MARS stations in CONUS; Okinawa, Japan; Guam; Naples, Italy; Sicily; Hawaii; Alaska; and the Philippines. Like the operators aboard ship, these Americans — mostly amateur radio enthusiasts volunteering as MARS operators — devote countless hours putting patches through for sailors at sea. "They call themselves amateurs, but those people are real professionals," Drew said.

One of these professionals, Lynne Richardson of Middletown, R.I., has helped *Flint* place more than 40 calls since the Iraqi invasion of Kuwait. The blind daughter of a 28-year Navy veteran, Richardson spent more than 200 hours between Aug. 2 and Sept. 30, placing nearly 1,500 calls for sailors aboard 45 different ships. Of those 1,500 calls, more than 150 were priority calls for the Red Cross.

"I really enjoy doing this for the guys over there," Richardson said. "Through my father, I know about Navy life and understand what people go through during family separation."

Since *Desert Shield* began Richardson has patched two marriage proposals through MARS — both were accepted — and countless birth announcements.

"It takes them a long time to say 'goodbye' because they say 'I love you' at least 15 times per call," she said.

Fred Chapman, a Navy veteran of World War II and the Korean conflict, acts as the MARS afloat specialty net coordinator overseeing all Navy MARS operations with ships at sea from his station near Fredericksburg, Va. In this role, Chapman performs the same volunteer work as other MARS operators ashore while spearheading improvements in the system, bartering with the Navy for frequencies, training and licensing MARS operators around the world and spreading the word about MARS and its mission.

"It's a ministry for me, giving me the chance to do something beneficial

for the Navy," Chapman said. "Having been on the other end and knowing the frustration of weeks at sea with no family contact, it's a great feeling when I can get on the radio and get some people's problems solved."

Chapman spends up to 18 hours daily at his station trying to solve those problems, earning him the title "Mr. MARS." Those problems range from Red Cross messages to just saying 'hi' to family and loved ones, but MARS doesn't stop there. One of the pioneers of Navy MARS, Chapman keeps adding more services for seagoing stations, including patches from deployed sailors to their detailers and liaison with Navy ombudsman networks.

Chapman said MARS affiliate stations involve an average \$5,000 investment by the shore station operator and endless hours of diligence trying to link sailors and families under difficult circumstances.

"The frustration of not finding any clear channels, going hour after hour — even until three in the morning — operators begin to suffer from extreme burn out," Chapman said. But he said the ability to communicate anywhere in the world is a great motivator for the MARS team. "Just the personal desire to help out sailors around the world keeps them going."

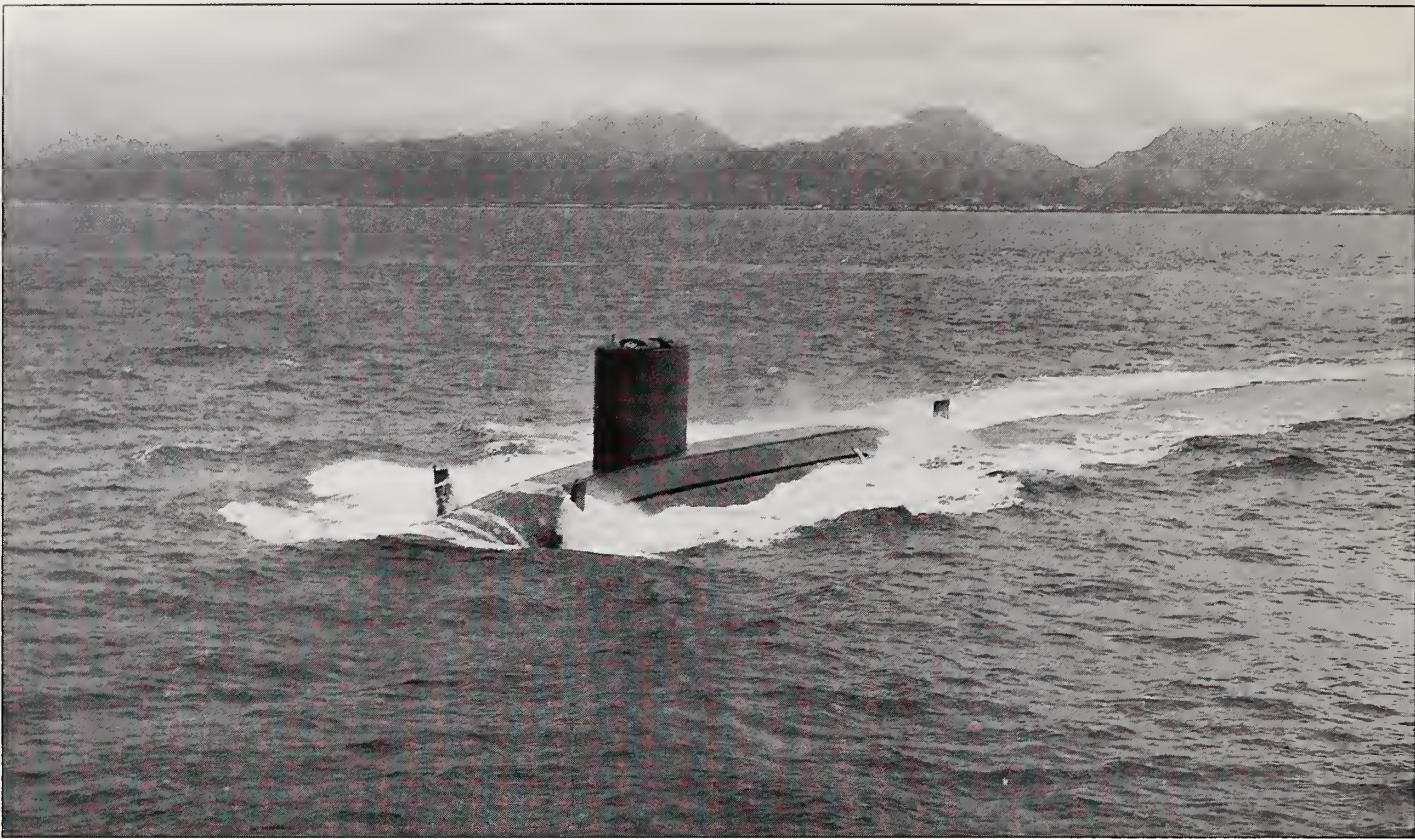
For those ships that have MARS stations, Chapman and his volunteers keep vigilant trying to serve the sailors and Marines at sea. He said that even with the long hours and frustration, every call is worth the effort.

"All you've got to do is listen to a couple of these phone patches and see how situations are resolved," he said. "It's very satisfying."

Wrapping around the globe to get the word home, Walls, Drew, Richardson, Chapman and hundreds of other volunteers are keeping things going and the news flowing during *Desert Shield* through MARS. □

*Bartlett is assigned to Navy Internal Relations Activity, Washington, D.C.*





# The last diesel

---

*Blueback's decommissioning marks end of an era.*

---

Story by JO2 Rachel J. Steele, photos by PH2(DV) Michael Poche

Since USS Nautilus (SSN 571) sent her famous message, "underway on nuclear power," Jan. 17, 1955, the days of the diesel boat were numbered. All Hands took a look at the last of the diesel boats, USS Blueback (SS 581) earlier this year. Blueback was decommissioned Oct. 1 in San Diego.

The concept of using a submarine as an offensive platform was born during the American Revolution between 1775 and 1783, and put into action during the War of 1812 and the Civil War. Some successes were documented, but a suitable means of propulsion kept the underwater boat

impractical.

In 1909, the U.S. Navy commissioned and bought a submarine from John P. Holland, an Irish immigrant and inventor, for \$150,000. Thus, the silent service was born.

The first submarine was improved upon time and time again. From steam

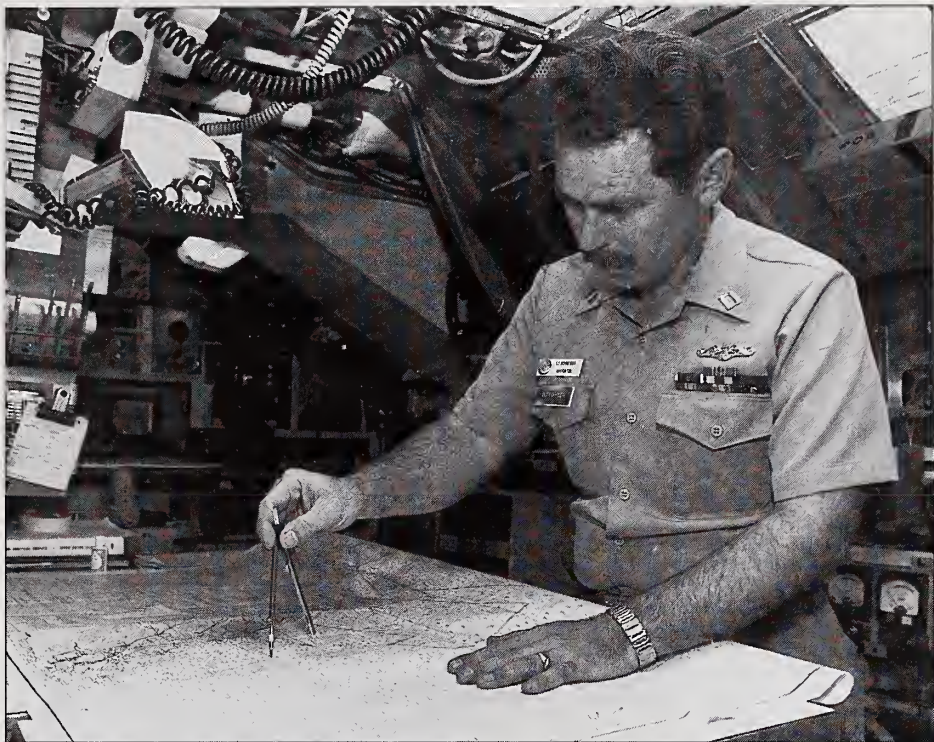


to electricity to diesel to nuclear power, the submarine has undergone a metamorphosis from a boat that could only submerge for a few hours to one capable of staying submerged for years.

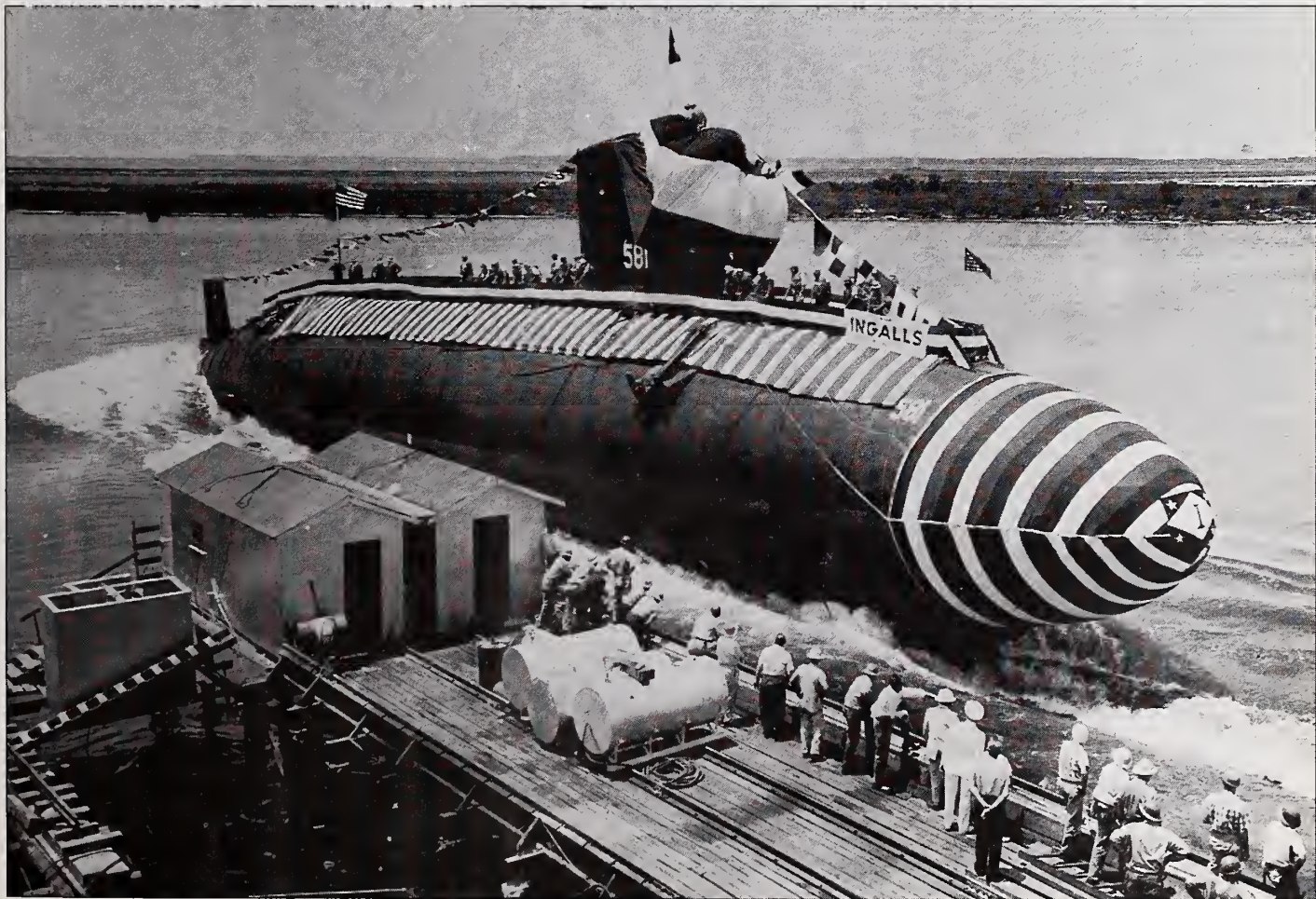
But time finally ran out for the submarine that bridged the gap between World War II and the nuclear generation.

"When you start talking about *Blueback* going out of commission, you start talking about the end of an era," said CDR Thomas A. Grassi, commanding officer of the Navy's last diesel-powered attack submarine. "It's time to say goodbye."

*Blueback* is a *Barbel*-class diesel-electric submarine, the last class of



**Below:** Launched in 1959, *Blueback* spent more than 30 years serving the fleet. **Right:** LT David Schneider, *Blueback*'s last navigator.





submarine to have the "teardrop" hull design for high speeds and maneuverability at deep depths.

When it joined the fleet 30 years ago, *Blueback* represented the state-of-the-art in submarine design, said Grassi. *Blueback* has become even more of a contrast today as the Navy concentrates its funding and research on 21st century, nuclear-powered submarines like the *Seawolf*-class SSN 21.

"The Navy isn't making a mistake by decommissioning diesel submarines," said Grassi. "Diesel submarines have their limitations for obvious reasons."

According to Grassi, diesels can't stay submerged for extended periods of time like a nuclear-powered submarine because it has to refuel. When the two huge storage batteries that propel the ship's electrical motor run low, the sub must surface or stick a long snorkel tube above water so the engines can be turned on to recharge them.

Although nuclear-powered submarines are leading the way in technology, submarine sailors say that serving on board a diesel boat is special.

"I always wanted to be on a diesel boat," said Master Chief Machinist's Mate Charles E. Wormwood III, *Blueback*'s chief of the boat. "The submarine service is based on diesel boat tradition. There's a lot of pride in the submarine community and a lot of pride on this boat."

"I've been on board *Blueback* for five years," added Electrician's Mate (SS) 1st Class Martin Leiker. "I could have left two years ago, but I've put a lot of sweat and tears into this boat. I wanted to be with it until the decommissioning. It was a privilege."

"This is the third diesel boat I've decommissioned," said LCDR John E. Inman, executive officer. "It's a very confusing time for everyone because it goes beyond our standard way of doing business. It can also be a stressful time for the crew," he said. "I've done my best to help make the transition as smooth as possible. As they leave here

I want them to have a nostalgic feeling, not one of loss."

Some of the crew will either have to cross-rate or never serve aboard another submarine because certain ratings have no billets on board nuclear-powered submarines. For example, if an engineman wishes to remain a submariner, he will have to change rate to machinist's mate. Electrician's mates could cross-rate to interior communications electrician.

"It's all personal preference," said Leiker, who is also the career counselor. "Most of the men would prefer to serve aboard submarines if possible."

"I want to make them ready to move onto other submarines and be-

come part of the nuclear Navy," said Inman. "It's my job to convince them that although the diesels are gone, there is a place for them as submariners on other ships. The men are ready." □

*Steele is assigned to the Navy Public Affairs Center, San Diego.*

**Bottom and below left: Crew of the last diesel boat work and eat aboard *Blueback* during the ship's last days of service. Below: The only date missing from the ship's plaque — Decommissioned Oct. 1, 1990.**





## *Career Information Team*

# the word Getting out

You're not going to be a sailor forever.

Whether you end your Navy career after a four-year enlistment, retire to the fleet Naval Reserve after 20 or 30 years or decide to get out somewhere in between; the bottom line is, at some point, you will get out of the Navy.

Every year the Navy discharges approximately 97,000 sailors through retirement, end of enlistment or service-incurred disability.

A number of benefits are available to Navy veterans to make the transition to civilian life easier. To get that information to sailors the Navy created Fleet Career Information Teams.

The West Coast team is headquartered in Commander Naval Air Force U.S. Pacific Fleet's office at Naval Air Station North Island, Coronado, Calif., and the East Coast team is headquartered in Norfolk. Pacific fleet program counselors are located in Long Beach, Port Hueneme and Point Mugu, Calif., the San Francisco Bay area, the Pacific Northwest and Hawaii. Atlantic team counselors are in Newport, R.I., Philadelphia, Pa., Charleston, S.C., and Jacksonville, Fla.

These counselors provide guidance and information on Naval Reserve programs, veterans benefits and other entitlements available to sailors upon completion of active duty.

"We've taken a very specialized segment — separations — and become

**NC1 Terry Goforth explains the importance of having the correct paperwork filed when retiring or leaving the Navy.**



Photo by CW02 Gary Martin



experts," said CDR John Halvorson, Pacific fleet program director. "We put out a standardized presentation with the most up-to-date information available about military benefits and other benefit programs acquired by virtue of military service."

One of the first things the team stresses is the importance of correctly filling out DoD form DD 214 before signing it.

"We really get into a lot of detail on the DD 214," said Chief Personnelman Jules Schreiber, the team's assistant director. "Many people don't realize the DD 214 is the key document needed when applying for any employment opportunity or VA benefit. It's also necessary for those wanting to apply for unemployment compensation benefits or who plan on continuing their education.

"We want them to be able to go to their Personnel Support Detachments and understand what's going on, and know what they should be looking for. Therefore, when they sign it," said Schreiber, "it's accurate and correct."

One problem, according to Halvorson, is that many sailors feel it's not worth the time to attend the pre-separation brief, and those who don't take

advantage of the program could be in for a rude awakening.

"Officers, as well as enlisted, are generally aware of key benefits like the GI Bill and the Naval Reserve program," he said. "But generally speaking, they don't know about the DD 214 and what entitlements it's needed for.

"You have to remember, once you're out of the Navy, you're on your own, and if there's a problem with your DD 214 it's pretty difficult to make a change," explained Halvorson. "If something happens to you, nobody's going to hunt down your family members and say, 'Here's your insurance money. Here's one of your benefits.' It just doesn't happen."

Navy Counselor 1st Class Terry Goforth, a pre-separation field counselor, said, "During our presentations we touch on everything from unemployment benefits to shipment of household goods. There are usually 30 people in class with 30 different questions."

The importance of the job of informing shipmates is not lost on Yeoman 1st Class Jose Crawford. "When the Chief of Naval Operations stressed the importance of taking care of our shipmates, I knew this was the com-

mand for me," said Crawford. "I'm in a job that's really worthwhile because it's going to help my shipmates. That's what it's all about."

The proof of the impact of the career information teams can be found in comments made by sailors who've been visited by the teams and feel the program was beneficial.

"It's a lot of information put out to you in one day, but for most sailors it helps," said LT Brian Garren, assigned to Amphibious Squadron 7, at Naval Station, San Diego. "The counselors are very knowledgeable, and the setting is very relaxed. I feel if you don't attend, you're going to be digging through a lot of needless information at a VA office. With this program you have the inside track — a little more

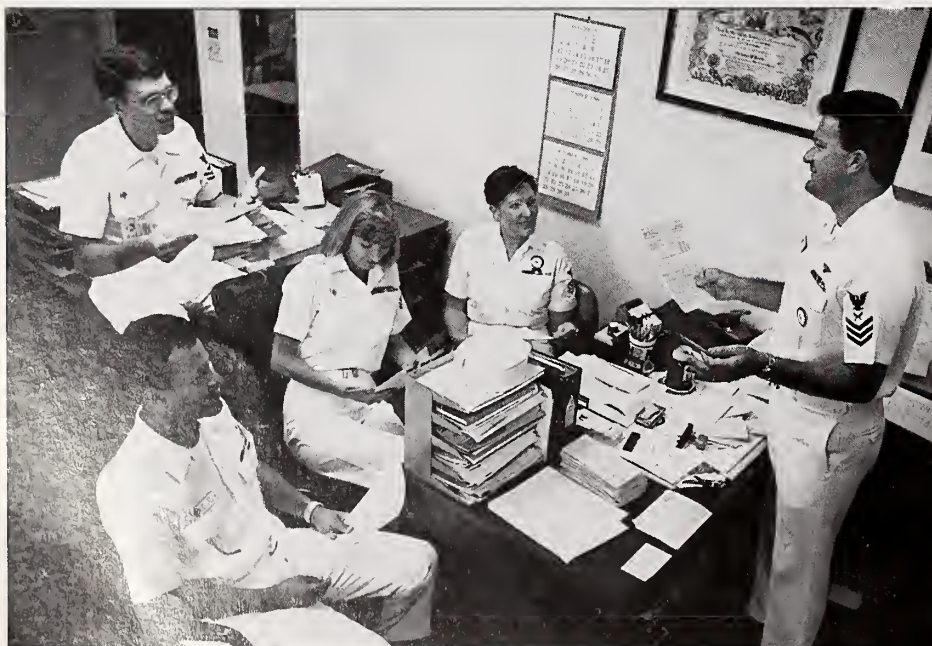


Photo by CWO2 Gary Martin



Photo by CWO2 Gary Martin

Left: The counselors share information that they can pass on to shipmates during pre-separation classes. Above: Scheduling classes and training counselors are just a few of the responsibilities of CDR John Halvorson, Pacific fleet program director, and his assistant, PNC Jules Schreiber.



guidance to point you in the right direction to get the information you need."

Information provided during the two-and-a-half hour presentation covers Naval Reserve programs and VA benefits, as well as guidance on medical, dental and insurance programs.

Sometimes, getting this information to sailors before they leave active duty is difficult, according to Halvorson. "The instruction (OpNavInst 1900.1C) states that we will talk about the Reserves," said Halvorson, "but we've found that it's hard to get people to come to a Reserve group seminar. That's bad news, because a lot of the information we put out is critical."

For Cryptologic Technician Administration 2nd Class Ruby Nance, a recent program attendee, understanding the different types of Naval Reserve programs was a major concern.

"I've been on active duty for almost 10 years now, and I'm going to be separating when I have my baby," said Nance. "I want to join the Reserves and then return to active duty. The counselors took a lot of time to answer all my questions about the Training and Administration of Reserves and Ready Reserve programs that I'm sure a lot of people don't know about," she said. "A lot of people may say, 'I know everything there is to know, I just want to get out.' But why not take the extra time, go through the seminar and learn all you can about what you're entitled to? Besides that — it's free!"

Data Processing Technician 1st Class Robi Tanner has been a separation counselor since 1986. She says many women in the Navy don't take advantage of the different VA programs offered.

"When I separated in 1971 there wasn't anything like this — and I really could have used it. I didn't know about drawing unemployment or anything," said Tanner.

"Some former servicewomen don't consider themselves veterans, so they don't think to go down to the VA and



see what services the VA can offer.

"There are some separating sailors who have negative feelings about the military, and when they hear this is a lecture on the reserves, they don't attend. I say, 'just look past how you feel about the service and attend the brief, so you can get that other valuable information to use in the future.'" □

**Sailors appreciate the time taken by counselors to ensure that they receive every benefit once they leave the Navy.**

*JO1 Linda Willoughby provided information for this story. Willoughby is a writer for All Hands.*

## For more information ...

### Atlantic Fleet Career Information Team

Hampton Roads, Va.	PNC T. R. Allen	(C) 804-464-8016
	YNC D. S. Kochis	(A) 680-8016
Philadelphia, Pa.	YN2 Laura Cooper	(C) 215-897-5893
		(A) 443-5893
Charleston, S.C.	PN1 Philip Harden	(C) 803-743-0221
		(A) 563-0221
Newport, R.I.	RM1 John Moreau	(C) 401-841-4446
		(A) 948-4446
Jacksonville, Fla.	YN1 David McDonald	(C) 904-772-3764
		(A) 942-3764

### Pacific Fleet Career Information Team

San Diego	NC1 Terry Goforth	(C) 619-545-2727
	DK1 David Najar	(A) 735-2727
	DK2 Bill Velier	
Long Beach, Calif.	YN1 Paul Blakely	(C) 213-547-6970
	IC1(SW) Bill Morse	(A) 360-6970
Port Hueneme/Lemoore	AZ1 Rick Mixon	(C) 805-982-2291
Central California		(A) 551-2291
Alameda/Bay Area	YNC Lisa Flack	(C) 415-263-9571
	YN1 Shirley Quarles	(A) 993-9571
Bremerton/Bangor	AQ1 Bob Popper	(C) 206-396-7007
Pacific Northwest		(A) 744-7007
Pearl Harbor	YN1 Warren Carter	(C) 808-474-5281
Western Pacific		



# Lone sailor's vigil

---

## *Lone Sailor silently greets visitors*

---

Story and photos by Dave Fraker

Jay Hood had served as a "deck ape" for about six months when he noticed a sailor dressed in white leaving the ship early.

"I asked what job he had and was told he was a hospital corpsman," says Hood. "Right then I decided, 'that's the job for me. No more scraping rust, painting bulkheads or working 12-hour days!'"

That was more than 34 years ago.

Hood was the command master chief for National Naval Medical Center, Bethesda, Md., when he retired from the Navy in 1988. A short time later he accepted a job with the Navy Memorial Foundation. Today, Hood is the Navy Memorial Master Chief — an honorary title, but not too far removed from his job in the Navy.

Hood has a small, temporary, underground office next to the water pump and filtration system for the memorial fountains. From his small desk, and with one telephone, Hood runs the day-to-day operations of the memorial. Its location — in Washington, D.C., on Pennsylvania Avenue, halfway between the White House and

the Capitol — makes those operations busy.

He regularly greets visitors, chases off skateboarders, hires crews to set up for weekly band concerts and keeps an eye on construction progress. Some days he arrives at daybreak and leaves well after dark after the last bandstand is folded and put away.

Light filters down from cracks in the simple plywood structure covering the steps to Hood's office. "This place will be removed and filled in when we open the 22,000-square-foot visitor's center," Hood says as he steps into the bright sunlight. It's Thursday and that means a long day for Hood: A concert will be held on the 100-foot diameter marble map of the world that forms the "floor" of the memorial.

"This granite is two inches thick," said Hood. The white areas represent land masses and the black areas the oceans. Each piece was hand-cut using high-pressure water and carefully set into place.

"We decided to place the Lone Sailor statue in the center of the largest ocean," Hood said, in the proprietary



way of someone who takes his job to heart. "At night during the concerts we put a small spotlight at his base — it creates a certain mood."

The Lone Sailor is a little more than six feet tall, dressed in a dress blue jumper and wearing a peacoat. The statue is cast in bronze, but metal is mixed in from USS *Constitution* and several other ships that have fought in U.S. wars.

"Two law firms have moved into the Market Square complex," said Hood, pointing to the stone-columned buildings surrounding the memorial. The buildings are designed for retail, office and residential use and have only recently been opened. The outdoor part of the memorial was dedicated in





1987 and the visitor's center is scheduled for dedication in Spring 1991.

In spite of the long hours, Hood likes his job.

"What I enjoy the most," said Hood, "is talking to the old salts who stop by — the tall and short, the gray and stooped, the 'steamers' of yesteryear. They look at the Lone Sailor statue and see what they once were, and still are at heart. They stop to ask questions and tell sea stories and I know just how they feel.

"They are a proud lot who have earned the right to be portrayed in this fashion," he continues. "This bronze work of art has become the strongest statement in our memorial, and, I might add, the only memorial in

Washington specifically designed to honor a branch of the military."

The memorial is a centerpiece for the redevelopment of Pennsylvania Avenue. It is also a fitting place to retire, host a change-of-command ceremony or reenlist.

Since January, the Navy Leagues of the District of Columbia and Northern California have paid the \$25 fee to put the name of each sailor who reenlists at the memorial into the memorial log. When it's opened, the log room will be located in the visitor's center. So far, more than 150,000 sailors have signed on to put their names and particulars about service time in the log. Any visitor to the memorial will be able to call up a name and it will appear on half a



**Above Left: Retired Master Chief Jay Hood overlooks the memorial's courtyard. Above: The Lone Sailor on display as part of the Navy Memorial.**





dozen computer displays placed around the visitor's center. Recently, the Kodak company installed a system that will display photographs of sailors in the log by means of modern electronics and computer wizardry.

As the Market Square buildings start to cast shadows across the world map, Hood raises a flag hoist on the yardarm spelling out the Navy Supply Command.

"We do this before every concert," Hood explains. "We spell out the command that is being honored."

The concert band from the Naval Academy will play on the memorial's concert stage tonight. Hood's crew arrives and sets up specially-made contoured bleachers across the oceans and continents on the floor. Hood's sound man arrives. Spotlights are connected and tested. Musicians arrive. Soon, Supply Corps members dressed in crisp, fresh uniforms are joined by stroller-pushing tourists dressed in T-shirts and shorts, Navy veterans, business people just getting off work and local residents.

The sky has darkened, spotlights come on and Navy Memorial Master Chief Jay Hood settles back to listen to "his" Navy band play at "his" memorial — and yours. □

*Fraker is editor of the Eagle at Naval Air Station Lemoore, Calif.*



*Names of personnel from the Navy, Marine Corps and Coast Guard can be recorded in the Navy Memorial Log for a \$25 donation. Send a check or money order payable to U.S. Navy Memorial Foundation to: U.S. Navy Memorial Foundation, P.O. Box 12728, Arlington, Va. 22209-8728. Include the following information about an individual to be logged: name, address, date and place of birth, branch of service, dates of service and highest rate or rank. Updates to information in the log does not require any further donation. For more information call 1-800-821-8892. In Virginia, call (703) 524-0830.*



**Above Left: 701 Pennsylvania Ave., N.W. - The Navy Memorial. Center: Jay Hood spends countless hours on the telephone making arrangements for performances. Above: Flags are raised honoring visiting commands.**



# What happens to the money?

---

*The budget: how it works and why.*

---

Story by Jan Kemp Brandon

The nation's federal budget is an overwhelming process that challenges and even baffles some of Washington's financial wizards. The process reaches into every facet of American life, affecting every organization, business and citizen, including the U.S. Navy. A basic understanding of the budget *process* will help you understand how it affects your pay, promotions, housing, weapons and equipment — your life.

The process starts with the President submitting a budget to Congress in mid-January. This budget consists of inputs from different departments, such as the Department of Defense, within the federal government. Congress then analyzes the President's budget and decides what they will do with it — make changes or accept it as is. Congressional committees, primarily budget committees, work on developing a budget resolution. A budget resolution is nothing more than an outline showing what total dollar tar-

artwork by Michael David Tullfi





gets Congress will be allowed to budget for and hopefully what revenues they expect to gain in the fiscal year to support that budget. These budget resolutions are really spending targets listed by committee jurisdiction areas which have overall guidance. The budget resolution is internal congressional guidance, not legally binding, and can include reconciliation instructions telling these committees that they must change laws, raise taxes, cut overall spending, etc., to meet these particular spending guidelines set by Congress.

Next, we come to the authorization process. The authorization process or budget authority is an important step in implementing a budget and can be compared to opening your own checking account. Once you have opened a checking account with a particular bank, you are given a book of checks and are now allowed to write checks against that account. You are now authorized to use that bank for your checking account needs. They now authorize you to use their bank for your checking account needs. You have just received your *authorization* account number.

The authorization bill allows Congress to say yes or no to specific defense spending requests. But, you must have money in that checking account to be able to write checks. That's where the *appropriations* bill comes into play.

The appropriations bill makes the deposits into new and existing accounts (the checking accounts) and specifies how much money each government department may spend. So the authorization opens the account and gives you the OK to spend money, while appropriations puts money into the account.

Money available in the checkbook account includes balances from prior paydays (fiscal years) plus the new deposit from the current payday (this fiscal year).

According to Chief of Navy Legislative Affairs RADM William J. Flan-

agan, the Navy gets both authorization and appropriation authority from Congress through defense authorization and appropriation laws.

"When you present a budget (to Congress) you are [usually requesting] budget authority. You are talking about what new monies you want to get BA authorization for in a given fiscal year. In FY91 almost 40 percent of the BA is related to pay for people, 12 percent will be spent on current FY91 operations and almost 40 percent of FY91 outlays will be spent from prior year obligations," he explained.

Keep in mind that just because a bill or money is authorized, doesn't always mean the bill or money will be appropriated — or vice versa. An example of this was when the new A-6F *Intruder* received appropriations but was never

authorized. The money was appropriated but the Navy was not given the OK to spend it.

"Once programs are both authorized and appropriated, then you actually get to spend the funding — which is called execution," said RADM Richard Milligan, director of budget and reports, comptroller of the Navy/director, fiscal management division, office of the Chief of Naval Operations. "The first step in execution is called apportionment. In apportionment, the Office of Management and Budget takes the funds which Congress has appropriated and puts them into the Navy checking account. Now, when the Department of the Navy needs something, it is legally possible for the Navy to sign contracts or other documents to buy goods or services. Signing the con-

PLEASE BE SURE TO DEDUCT ANY PER CHECK CHARGES OR SERVICE CHARGES THAT MAY APPLY TO YOUR ACCOUNT

NUMBER	DATE	CHECKS ISSUED TO OR DESCRIPTION OF DEPOSIT	(-)		(+)		BALANCE
			AMOUNT OF CHECK	CHECK FEE (IF ANY)	AMOUNT OF DEPOSIT		
138	10/1	New ship program budget	200.00				2,000.00 200.00 1,800.00
		TO FOR					
		TO FOR					
		TO FOR					
		TO FOR					

138

OCT 1, 1990

008 50-947 219

200.00

100 DOLLARS

SHIP PROGRAM

PAY TO THE ORDER OF

TWO HUNDRED DOLLARS

JAX NAVY FEDERAL CREDIT UNION

ENCLOSURE PLANS 1221 1061

PAYABLE THROUGH CHASE MANHATTAN BANK OF THE MID HUDSON NA MONROE BRANCH

FOR SSN 21 PROGRAM WIDGER

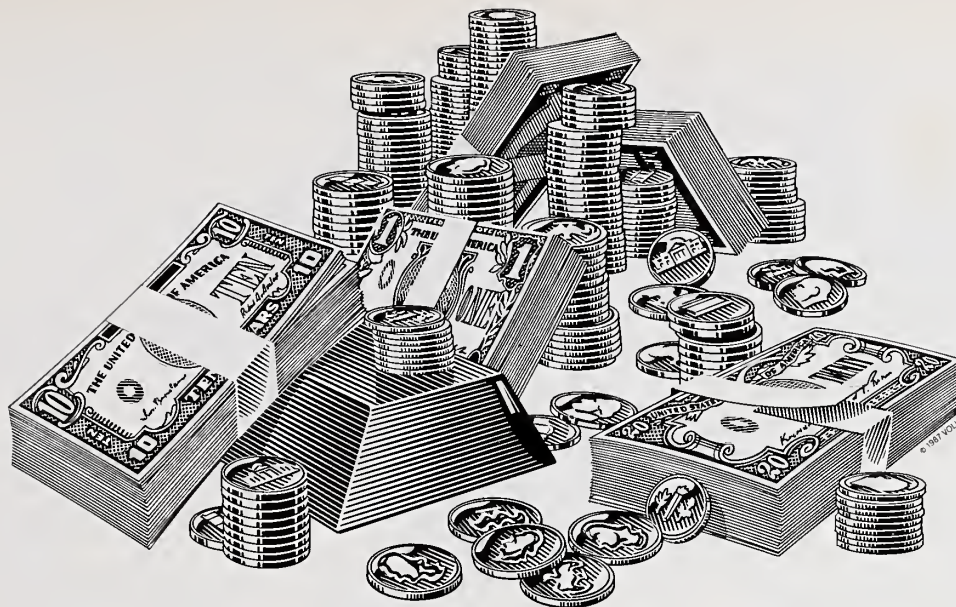
102190947801 123456789012 0138

WHILE SAM

REMEMBER TO RECORD AUTOMATIC PAYMENTS / DEPOSITS ON DATE AUTHORIZED.

Courtesy of Jax Navy Federal Credit Union





tract also has a name, it is called an obligation. In other words, when you sign a contract you have obligated the government to pay someone when they deliver that good or service. Once they do deliver, it's time to pay them and the payment is called an outlay."

According to Milligan, outlays or expenditures are about the same thing. They represent the money spent. If you have \$2,000 in your checking account, then you can spend \$2,000. If you write a check for \$200, then you have just expended or outlaid \$200 of what you have in your checking account.

"In terms of the Navy, military pay account is on the order of, let's say, \$20 billion of authority. Whenever we pay someone, we expend against that authority when the sailor actually cashes that check.

"In the case of a new ship," Milligan continued, "we will get the authority to fully fund the ship when we budget for it. So let's say we get a billion dollars to build that ship. We have the authority then to contract a billion dollars worth of work. It may take us five to six years to build that ship, and we'll be paying bills against that contract and against that authority for five years or more. Those are the outlays against the authority. So for a 1990 ship, we'll be spending money against the authority given to us in 1990, way out into 1995 or 1996."

According to Milligan, programs such as shipbuilding used to be funded

incrementally. This meant that if it took seven years to build a ship, then a part of the cost of building that ship would be requested in the budget for each of the seven years. "There were two things wrong with this. One, it didn't really show the full cost of the ship and two, it required Congress to act each year to provide incremental funding for that project."

Ships are now fully funded in the year they are authorized, said Milligan.

"There is very little incremental funding except when you get into the operation and maintenance accounts and pay accounts. They are what we call annual accounts, that's one year's worth. But we don't build ships, buy major pieces of equipment or build airplanes with those accounts. We pay people, overhaul ships and aircraft, maintain our bases, take care of our base operations and things like that," he added.

If funds are not appropriated by the start of the fiscal year, then Oct. 1 may bring a continuing resolution with a fixed expiration date. A CR is a short-term appropriations act which keeps the government afloat until funds can be appropriated for a full year. A CR will normally provide funds to continue spending at about the same rate as in the previous year. Since 1974, there has been only one year that we didn't have a CR.

In recent years, there has been much discussion about Gramm-

Rudman-Hollings, a law intended to balance the federal budget by 1993, more formally known as The Balanced Budget and Emergency Deficit Control Act of 1985. Annual targets were set for the federal deficit, \$64 billion for FY91 plus a \$10 billion margin for error, as revised in 1987. But this may change as new agreements are reached. If OMB estimates that current appropriations do not meet this deficit limit, and if Congress and the President fail to agree on a deficit-reducing package, under the act, then we are in for a sequester. A sequester means automatic across-the-board spending cuts will be applied to bring the federal budget down to the targeted amount.

"Under sequestration," explained Milligan, "DoD will take half the cut and the balance will be applied against a part of the domestic side of the budget. Most domestic spending, primarily entitlement programs such as Social Security, Medicare and Medicaid, are exempt from sequestration. An entitlement program is one which, by law, must provide special benefits to all eligible people who seek them."

According to Milligan, after across-the-board sequestration takes place, the President has the authority to exempt certain program reductions in the sequestration, although total DoD reductions must remain the same. If he chooses not to exempt the reduction in a particular program, then the funds in that program will be reduced.



The principle way to restore funding would be through reprogramming from lower priority programs.

Most of us are familiar with reprogramming from juggling our personal funds. When you have an unexpected expense, like an automobile repair, you may have to take money from your entertainment budget and use it to have the car repaired. So, you would essentially be taking funds from one budget line and applying them to another. Unlike your personal budget, where you decide what area(s) you will move money around in to cover your expenses, government agencies must have approval from Congress when reprogramming money of significant value.

"You may recall all the press coverage and anxiety associated with the reprogramming to support military pay accounts last year," said Milligan. "That happened because the decision was made not to [exempt] military personnel accounts from sequestration under the Gramm-Rudman-Hollings law. So when we were sequestered in the fall of 1989 for four months, we lost about \$370 million dollars out of the military pay accounts for the Navy and Marine Corps. We had to go back and reprogram those dollars from other assets in the pay accounts in order to preclude the very devastating

impact on our sailors and Marines and their families that would have occurred had we not been able to put the money back in," he said.

"There was a lot of opposition to this in Congress," said Milligan, "but when it finally came to the end, we did get 85 percent of the necessary monies reprogrammed in the Marine Corps and the Navy. Therefore we were able to manage our military pay accounts in FY90 without taking any adverse actions.

"The President elected to [exempt] military personnel in FY91 so military pay accounts were not affected. And that's the message we have to tell the troops," said Milligan.

"Normally, the quickest way to see savings is to cut personnel and operation and maintenance. These accounts spend out almost totally in the year they are appropriated. So when you are looking at the near-term savings, those are the places you go," said Milligan.

"A majority of the federal budget is 'locked' into fixed statutory programs," said Milligan, "Congress is forced to focus attention on the portion of the federal budget which is discretionary. That means the portion of the federal budget devoted to national defense is the target for cuts if other domestic social programs are to be

expanded. Since the Gramm-Rudman-Hollings Budget Deficit Reductions bill was passed, it is a zero-sum game — someone has to lose funding if someone else is to receive increased funding." What the American people perceive as important greatly influences how the money will be spent. Congress pays a lot of attention to public opinion.

According to Chief of Information RADM Brent Baker, in a recent seminar titled "Battle of The Budget (The Buck Starts Here)," "if we look back at the early 1980s when we had the Reagan defense build up, we would find the fear of war was extremely high. That," said Baker, "translated into defense dollars. Now, with the post-Cold War period, the fear of a Soviet-U.S. war among the American public is not so prevalent. With the present potential for military conflict in the Middle East, *Operation Desert Shield*, the momentum for cutting defense spending has slowed somewhat.

"The public considers drug abuse a number one problem," continued Baker. "Everyone wants to put money into the environment, that's a big issue in the 90s. Domestic/social programs hope to get a boost from defense reductions.

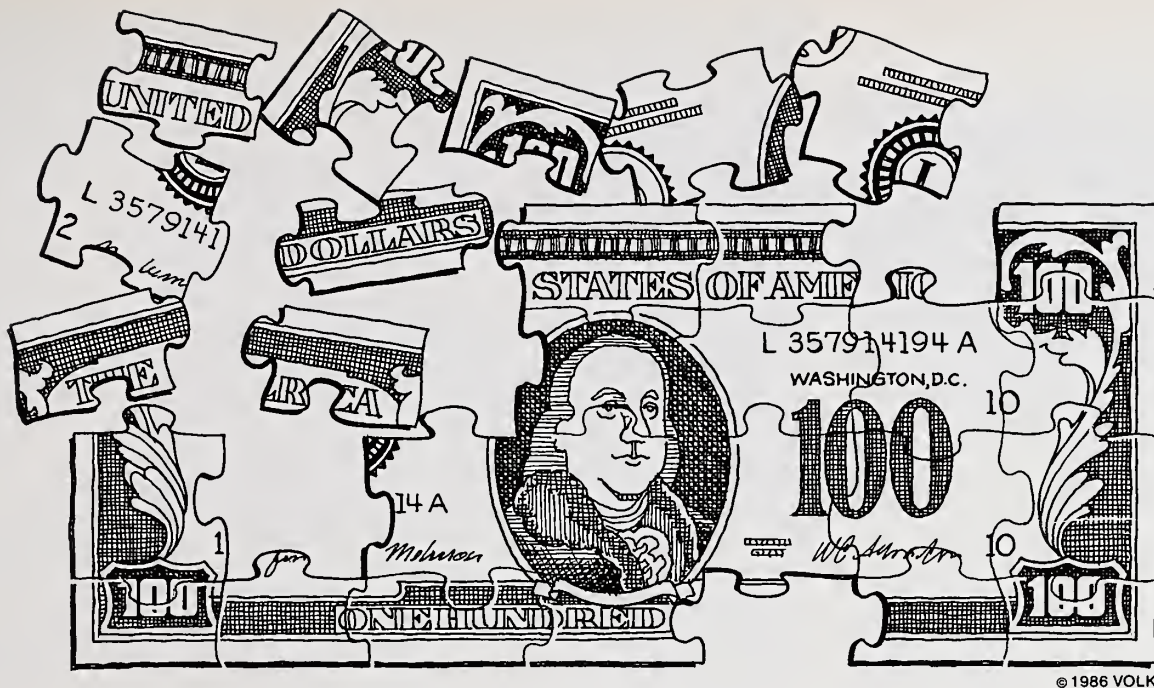
"The federal budget, when it's finally approved, is a window on Ameri-



© 1986 VOLK

ALL HANDS





© 1986 VOLK

can society. It really tells where the priorities of the American culture are. It is a fusion of competing demands with limited resources. It's a fusion of politics, economics, military, technology, domestic issues, etc."

"You are going to read things in the newspapers, hear things on the TV and radio," said Milligan, "that are going to paint a less-than-bright picture with

regard to how things are going to work out in FY91. But rest assured that, even with manpower and force structure reductions, Navy leaders are working hard to provide the dollars you need to do your job out there in the fleet and field — to steam your ships, maintain your ships, fly your airplanes, etc. We'll do that. In late 1990 seven in 10 Americans held favorable opinions of

the military and Congress expressed strong support for our people and their families." □

*Brandon is a writer for All Hands. Navy Broadcasting Service's Navy News This Week and Congressional Monitor contributed information to this story. Excerpts from A Glossary of Budget Terms courtesy of Space News copyright by Army Times Publishing Company, Springfield, Va.*

## Budget Language To Remember

**Apportionment** — Funds distributed by Office of Management and Budget to federal agencies for obligation. Agencies may not obligate funds in excess of the budget authority apportioned to them.

**Appropriation bill** — Spells out how much money can be spent on an authorized program. It grants the authority to enter into obligations that are later paid out in outlays. Defense appropriations bills are considered by defense subcommittees of the House and Senate Appropriations Committees. To become law, appropriations bills must be passed by the full House and Senate and signed by the President.

**Authorization bill** — Provides a government agency with the legal authority to operate. It recommends

funding levels and includes policy guidelines. The bill is reviewed by the House and Senate Armed Services Committees and must be approved by the full House and Senate and then signed by the President.

**Budget authority** — The legal authority given to an agency to obligate funds.

**Budget resolution** — Legislation initiated in the budget committees of Congress that determines ceilings for budget authority and outlays for defense and other spending.

**Continuing resolution** — Legislation that permits a government agency to continue to operate if an appropriations bill has not been adopted by the start of the fiscal year.

**Deficit** — A financial condition that occurs whenever federal outlays

exceed federal revenues in a given fiscal year. Deficits can grow as one year's deficit is added to another.

**Department of Defense budget (051)** — Includes funding requested for DoD programs, personnel and services. This budget excludes the national security programs of the Department of Energy and civil defense.

**Fiscal year** — The federal budget year, which runs Oct. 1 to Sept. 30.

**National defense budget (050)** — This budget is drafted by the administration and outlines spending requested for DoD, the national security programs of the Department of Energy and civil defense.

**Obligations** — Binding agreements or contracts with suppliers to buy goods and services.



# *RimPac '90*

## *Sailors from five nations combine for safety and training*

Story by JO2 Harry Simon

When the military forces of five Pacific nations concluded their giant *Rim of the Pacific '90* exercise in May, they accomplished more than their planned-for training goals.

The six weeks of intensive, fast-paced ocean engagements and amphibious assaults — the 12th and largest in the series of *RimPac '90* multinational exercises — ended with an exceptional safety record.

*RimPac '90* combined armed forces from the United States, Australia and Canada, along with the navies of Japan and South Korea. The exercise brought together more than 55 ships; 200 aircraft flying more than 900 sorties; and 50,000 sailors, Marines, airmen and soldiers. They completed the exercise with no personal injuries and only minor equipment casualties.

Through the coordination of Commander, U.S. 3rd Fleet, VADM James F. Dorsey Jr., surface, airborne and amphibious units conducted realistic engagements designed to test how well the multinational forces worked together. The Japan Maritime Self Defense Force only participated bilaterally with the United States and did not operate with forces from the other countries.

"We spent a great deal of time concentrating on the safety aspects of our operation," explained Dorsey. "We

were engaged in an operation that was not risk-free. But with the hard work of those participating, the operation was conducted with zero injuries."

That "hard work" resulted from emphasizing safety above all other exercise concerns and goals. Canadian RADM Peter W. Cairns, commander of one of *RimPac '90*'s two opposing battle forces, stated in a message to his sea and air units that "there is no acceptable compromise for safety."



Above: USS *Cimarron* (AO 177) quartermasters take a sextant reading during *RimPac '90*. Right: Cruisers USS *Texas* (CGN 39) and USS *Princeton* (CG 59) make their presence known wherever they go during the exercise.







At sea with *Rimpac '90*. Top: The flight deck is washed down prior to the start of flight quarters. Above: Realistic battle scenarios become the standard routine as they take place throughout the ship, from bridge to engine room, and become an everyday occurrence during the exercise.

"*RimPac '90* is the most intricate and intensive to date. [However], no event is so important that it should endanger any unit or individual." Cairns emphasized his full support in cancelling or modifying events for safety considerations, and directed every individual to "give safety his or her personal attention."

*RimPac '90* marked the first time U.S. Army units participated in the exercise. The 25th Infantry Division (Light) from Schofield Barracks in Hawaii defended the beach against — and participated in landings with — U.S. Marines during the amphibious assault phase that took place on Oahu, Hawaii.

Other key players during the nearly two-month exercise included Air Force B-52 bombers, E-3A AWACS early warning aircraft, KC-135 tankers and P-3 *Orion* patrol aircraft

Top: Aerial mail and cargo delivery are a common event when you're underway and involved in an exercise. Above: Non-electronic communications between ships at sea is demonstrated by signalmen from USS *Antietam* (CG 54) hoisting flags.





Above and top right: A missile shoot and acting out damage control scenarios are good examples of the tools and tactics tested in an exercise. Right: USS *Belleau Wood* (LHA 3) and USS *Reasoner* (FF 1063) steam into simulated battle.



from Canadian and Australian Air Forces.

Ships conducted underway replenishment evolutions, air operations and weapons firing exercises. They also teamed-up for amphibious exercises on Oahu, Hawaii, and near Camp Pendleton, Calif.

Units involved in the exercise responded to a fictitious scenario designed to bring them together in cooperative evolutions and simulated engagements. The scenario involved imaginary countries and took place in a geographic area stretching from Southern California to the Hawaiian Islands.

Third Fleet produced the scenario to create conflict between the imaginary countries, resulting in the formation of two multinational battle forces, X-RAY and UNIFORM. The forces came together in free-play, where there were no scripted maneuvers, and the commanders at sea devised and executed their own tactics.

Battle watch teams monitored all units involved in the air, surface, subsurface and amphibious operations. Based on this information, the exercise control cell on board the flagship determined how well the participants met *RimPac*

'90's desired training goals. Modifying the scenario through "intelligence" provided to both battle forces from higher authority forced interaction and achieved those goals.

"All the commanders were very creative and innovative," Dorsey commented after the exercise. He noted that they were "extremely professional in their judgments and decisions, and aggressive in the tactics they applied."

The *RimPac* '90 exercise, coordinated by 3rd Fleet every two years, provides each participating nation a unique opportunity to improve operability and maximize training. This opportunity extends to each navy's individual sailors. Many had the opportunity to "crossdeck" with their allied counterparts.

"The international cooperation has been excellent," said Bruce Moran, a meteorological technician aboard the Canadian destroyer HMCS *Huron* (DD 281). "The 'open arms' attitude between foreign crews has been overwhelming, especially since it has been tough being away from home."

Sometimes more than just words expressed the working relationship between foreign crews. When a sailor aboard USS *Texas* (CGN 39) chipped a tooth during the exercise,

ALL HANDS



the dental officer aboard an Australian ship gave him the required attention since *Texas* didn't have a dentist on board.

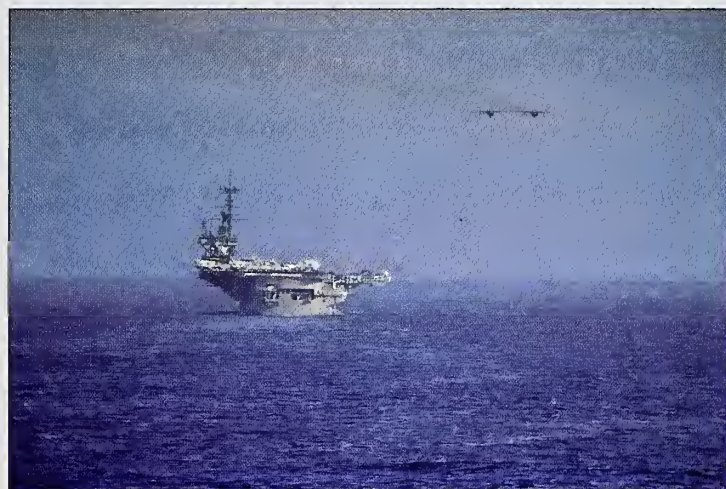
Liberty in Hawaii has become a traditional high point for *RimPac* sailors. What the crews from the different navies seemed to have most in common was their appreciation of key Hawaiian liberty pastimes: exotic food, shopping, sports and tourist-watching.

Many sailors exhibited a sense of pride in being a part of *RimPac '90*. "This is a great honor for me," said Communications Chief Yoshihiro Sugihara of the Japanese submarine SSJDS *Mochishio* (SS 574), "especially since our submarine is representing our country."

As the exercise ended, however, many probably echoed

the sentiments of Signalman Jun Jin Su of the South Korean frigate ROKS *Masan* (FF 955), "I am looking forward to going home and seeing my girlfriend." □

*Simon is a reservist attached to Naval Reserve Center Alameda, Calif. Photos courtesy of Fleet Imaging Command Pacific, San Diego.*



Left: Sailors from all nations trained in firefighting. Above: USS *Independence* (CV 62) played a major role in *RimPac '90* before being called to the Persian Gulf. Below: Sunsets were a welcome relief for exercise-weary sailors.







Photo by JO1 Todd Willebrand

Left: The Soviet sailors, accustomed to seeing long lines in their homeland, were astounded by the number of curious Americans waiting to tour their ships. Below: American hospitality was listed as the most impressive feature of San Diego by the visiting Soviets.

# Soviet sailors in San Diego

*West Coast Navytown welcomes unprecedented Russian port visit.*

Story by JO2 Rachel J. Steele

In 1939, Winston Churchill described the Soviet Union as "a riddle, wrapped in a mystery inside an enigma." On July 31, three Soviet navy ships steamed into San Diego harbor and helped unravel some of the mystery in a five-day show of friendship and professional exchanges.

In the first Soviet military visit to the West Coast in more than a century, the flagship *ADM Vinograd*, the guided missile destroyer *Boyevoy* and the oiler *Argun* tied off at the 32nd Street Naval Station after exchanging 21-gun salutes with their hosts.

Sailors, local dignitaries, family members and civilians were on hand to welcome their guests and to witness ADM Charles R. Larson, commander

in chief of the U.S. Pacific Fleet, participate in a "khlebsolstvo," the traditional Soviet bread-and-salt welcoming ceremony.

The admirals, joined by San Diego Mayor Maureen O'Connor and others, addressed the crews and guests in a ceremony that featured a formation flyover by the Navy's Blue Angels.

After the ceremony, American and Soviet sailors mingled on the pier, exchanging greetings, memorabilia, uniform items and, with the help of interpreters, sea stories.

"I think these visits will do a lot to show the Soviets how the American sailor lives," said Torpedoman's Mate 2nd Class Steven P. Wilson, a sailor from the host ship *USS Leahy* (CG 16).



"It will also give them a chance to see how we perceive them as a nation."

In a week of good will and community hospitality, American sailors went all out to show their Soviet counterparts a good time.

The first social event that offered interaction between the two navies was a beach party at the Naval Amphibious Base, Coronado. Then throughout the week, the Soviet sailors went on sightseeing tours to Sea World and the San Diego Zoo with their American counterparts.

"In many cases, Soviet sailors were more popular with American tourists than the Sea World and zoo exhibits were," said Journalist 1st Class Todd E. Willebrand, assigned to Submarine Group 5.

Air squadrons from Naval Air Station, Miramar held a flight exhibition





S. Navy Photo



Photo by PH2 Mike Rodriguez

Above: The Soviets come into port for the first time. Above right: Wreath laying ceremony honoring both country's WW II dead. Right: Navies the world over are very similar, in that, someone has to have duty the first night in.

featuring a demonstration of the Navy's *Harrier* jet aircraft. The sailors also visited fleet and naval training centers, and firefighting and damage control schools in a professional exchange that was the primary focus of the visit.

"The best impression about Americans is that they are very friendly ... I feel like I'm among my friends and family."

"We want to exchange ideas and opinions so we can better understand each other," said ADM Larson, who later participated in an emotional wreath-laying ceremony at Fort Rosecrans National Cemetery honoring World War II dead and veterans.

Other events scheduled throughout the week were band concerts, fire-



Photo by JOSA H. Mark Burton

works, sporting competitions, meals exchanged between wardrooms and galleys and host-a-sailor dinners.

"The best impression about Americans is that they are very friendly hosts," said RADM Vladimir Poplov, who had dinner in the home of one member of the Navy League. "I feel like I'm among my friends and family."

Other Soviet sailors commented on American generosity.

"They are very concerned about our having a good time," said one Soviet sailor. "They have even bought us post cards and stamps so we could send messages to our families."

The visit, part of a military exchange program established by ADM

William Crowe, former chairman of the Joint Chiefs of Staff, was described by Larson as an "unqualified success."

"I was able to show ADM Khvatov my most valuable asset — my people," he said. "We have developed a personal and a professional respect. Although we obviously don't agree on everything, we have found we have much in common."

As Soviet and American sailors continue navy-to-navy exchanges, the mystery of the Soviet Union unravels and lasting peace between our nations becomes a stronger possibility. □

*Steele is assigned to the Public Affairs Center, San Diego.*





# Perestroika in America

*Native Lithuanian hosts Soviet sailors.*

Story by JO2 Andrew I. Karalis, photo by PH2 (DV) Mike Poche

When the San Diego Navy League sponsored a "Host-a-Sailor" program for visiting Soviets in August, little did they know that *perestroika* and *glasnost* would occur on American soil through one of their members who is a native Lithuanian.

Kestutis Antonas "Tony" Moras and his family left Kaunas, Lithuania, in 1944 after the Soviets invaded their homeland to establish their own government. The Moras', like hundreds of thousands of other native Lithuanians, were bound for America with what little they owned and hopes and dreams of starting a new life in "the land of milk and honey."

Today, in the wake of Mikhail Gorbachev's policy of restructuring and openness in the Soviet Union, Lithuanians are protesting Soviet rule and demanding to have those same hopes and dreams of freedom in their own homeland. Moras, an executive with Honeywell, Inc., and regional vice president of the San Diego Navy League, has come far from his humble beginnings, but has not forgotten his heritage.

"Ever since I was little, I thought of the Russians as my enemies," he said. "But I realized you can't win wars with your enemies — everyone is a loser. In order to have peace you must make your enemy your friend."

Moras and his wife Marilyn (also of Eastern European descent) were excited at the prospect of trying to make peace with the Soviets. The couple hosted a dinner for two sailors from the visiting Soviet guided missile destroyer *Boyevoy*. The guests were Seaman Andre Alexandrov, Chief Warrant Officer Dmitry Kondurin, an American interpreter and a few others, to give them a chance to experience a typical evening of American hospitality in the Moras' Del Mar home. They dined on a 12-pound roast of prime rib, twice-baked potatoes and homemade apple pie. Not surprisingly, the Soviets said they *particularly* enjoyed the apple pie.

"After a tour of my house, they were amazed that only two people live here," Moras said. "I told them that 'Everything is possible in America' and that 'we started with nothing when we

came here.'" Other topics of conversation included life in Siberia and the political changes in the Soviet Union.

Kondurin acted as spokesman for the Soviet group and asked Moras how he felt about *perestroika*. Moras said his reply was "to put my arm around him and hug him. It was wonderful. And when I asked them how they felt about Lithuania's fight for freedom, they signified 'in favor' by giving me the same response."

The following day, Moras said he had the opportunity to tour *Boyevoy* and receive some Soviet hospitality in return.

Moras said he thought of Lithuania and the world's present situation when he proposed one short, but well-worded toast the night before at dinner: "To freedom for all people," with a feeling that nothing was impossible in the world today. □

*Karalis is a writer for All Hands. Poche is assigned to the Navy Public Affairs Center, San Diego.*



# Making payday painless

---

*Automatic tellers eliminate payday lines.*

---

Story by JO3 Dietrich Volkland, photo by PHAN Leroy Matteson

Following the shrill whistle of the boatswain's pipe, a voice crackles over the 1MC, "Payday for the crew." Not long ago, this happy message also brought one of a sailor's worst enemies — lines. Modern technology has entered the picture and changed this dreary side effect — automatic teller machines have now gone to sea.

Instead of sailors getting a paycheck every two weeks, they can choose to have their money directly deposited to a financial institution or into an automatic teller machine on board their ship. Shipboard ATMs aren't hooked to any bank, savings and loan or credit union, so they earn no interest. The new system offers other advantages: safeguarding sailors' funds, giving ready access at all hours and time savings for both the Navy and individuals.

Shipboard sailors can spend up to four hours in disbursing lines each payday. Installing ATMs on board ship can improve morale of the crew, increase productivity and eventually, increase sales in the ship's store.

Recently six ATMs were installed aboard USS *Independence* (CV 62), and the benefits have been astounding — they're a hit.

"Since we've had ATMs installed, our workload and the length of lines on payday have been drastically reduced," said LTJG Darryl Olszewski, "Indy's" disbursing officer, "The time saved in printing checks alone allows us to be

more efficient in other areas of our service."

"It's a great system — it works a lot better than paying with checks," said Disbursing Clerk 2nd Class William Johnson. "It allows the crew to get their money anytime, except for the four- to six-hours a week that it takes us to reload the machines with cash."



**AA Tyler Heckman gets paid from one of Indy's Automatic Tellers.**

Last January, after testing several versions of ATMs, the Navy awarded a contract to an Ohio-based corporation to install the machines on 118 ships by 1992. As many as eight ATMs can be installed on a single aircraft carrier, and so far, Indy is one of 18 ships with the machines. Each machine holds about \$230,000, in \$5 and \$20 denominations.

"I wish we could get single dollar bills out of the machine, but that's the only drawback to using ATMs," said Aviation Boatswain's Mate (Fuels) Airman Recruit Herb Skinner, who,

like most sailors on board, uses change machines which take only one dollar bills. Still, Skinner sees the advantages of the system.

"Now I don't have to try to find an open bank when we're in port and I know the money is in a good, safe place."

When the plan was put into effect, the Navy's Accounting and Finance Center projected it would take about six months for the system to be totally accepted by sailors — and aboard *Independence*, that's exactly what happened.

"At first, everyone was skeptical," said Olszewski. "But after a couple of months, the ship saw nothing but advantages to using ATMs, and now it is a full-blown success. I think the crew is almost spoiled."

According to Olszewski, constant developments are being made in getting sailors paid more efficiently, and this is just another stepping stone. Everything eventually falls into place and sailors are enthusiastic about not having to stand in long lines.

"This is the wave of the future," he said. "My advice to other ships getting ATMs is that patience and understanding are essential for a smooth transition from manual to automatic pay." □

*Volkland and Matteson are assigned to USS Independence (CV 62).*



# The sailor's bank

## *Navy Finance Center Cleveland keeps the money moving.*

Story by JO2 Andrew I. Karalis, photos by PH1(AC) Scott M. Allen



DPSR Steven M. Schultz (left) and DPSN Timothy A. Church make minor adjustments in a series of machines used to print, cut, sort and stuff checks into envelopes.

"How much am I going to be paid?" is one of the most important and frequently asked questions sailors have.

Civilians and military members worry about the same subject, but the question for the civilian is readily answered based upon their hourly wages or salary and the amount of time worked. Sailors, on the other hand, have all sorts of pays and allowances that regularly change and must all be computed in order to answer that question.

Combining all those elements and coming out with the "right" answer is the job of 1,300 military and civilian personnel assigned to Navy Finance

Center Cleveland, Ohio. Their customers include more than 600,000 active-duty members, 120,000 active drilling reservists, 400,000 retirees, 34,000 survivors of retirees, 1.7 million recipients of allotments and 8,900 students. Each customer is entitled to prompt and accurate service, with the people at NFC Cleveland dedicated to providing it payday after payday.

"We never missed a payroll or a payday," said CAPT Douglas W. Smith, NFC's director of operations. Considering the complex process involved, Smith's simple statement is truly amazing.

NFC Commanding Officer CAPT

J.P. Szalapski explained why this record continues with the Direct Deposit System in place and why the familiar green government checks are quickly becoming a thing of the past. "No DDS payment has ever been lost, but we can't say the same about checks," Szalapski said. "If one disappears in the mail it often takes weeks or months to issue a replacement, and that's if it hasn't been stolen and cashed.

"Another increasingly important part of the picture is economics," he continued. "It costs money to print and mail checks — and as budgets shrink throughout the Navy we would prefer to put more money into those areas that improve customer service."

The bottom line of customer service, of course, is to get paid correctly and on time. Active-duty pay computation is run twice a month for the Navy's 600,000 members, requiring anywhere from 13 to 17 hours of processing time on three mainframe computers to translate 4.2 million records contained in a huge data file. When this occurs, data for more than 932,000 DDS payments for active duty members will be generated monthly and sent to Federal Reserve banks for payment to individual finan-





**DP2 James W. Rickard monitors and tracks between 30 and 50 problems for programmers each day.**

cial institutions and owners' accounts. Other payment data is distributed around the fleet via message, magnetic tape and, in decreasing numbers, good old-fashioned paychecks.

Besides working on active-duty sailors' pay, reservists, retirees and the retirees' survivors also receive their stipends through NFC, which devotes many man-hours in the name of service to the fleet. The monthly creation of Leave and Earnings Statements, along with DDS payments and DDS advisories for the entire Navy is another small miracle resulting from direct human interaction with state-of-the-art computers.

The LES gives all sorts of information to the member. For instance, what his or her base pay is, what deductions are made, what entitlements they have, their running totals for the year and what their pay is expected to be for the next month. The LES is now readable by the average sailor, thanks to the efforts of a group of Navy civilians and disbursing clerks in Cleveland. This is a change from years past when codes on the front had to be interpreted to find out what they stood for.

If you see or suspect an error on your LES, talk to your disbursing clerk or personnelman. In most cases they can correct these errors before they affect your pay. If you know of a change, tell

them immediately — a new address, a promotion, a divorce or wedding can cause you to be overpaid or underpaid — it's your responsibility to tell them. If you don't tell the DKs and PNs, they can't tell NFC's computers to compute your pay properly.

The mainframe computers that maintain your pay accounts are housed in the ADM Isaac Campbell Kidd Consolidated Data Center located in Bratenahl, a suburb just east of Cleveland. The CDC, named for Kidd, an Ohio native killed aboard his flagship during the attack on Pearl Harbor in 1941, is in constant electronic contact with disbursing offices around the world, and it is here that the complex automated data processing functions of pay computation take place.

"Pay comp is the first step — it's the first process, and information outputs from that pay comp go to a lot of other different things," said CDR Harold E. Henderson, NFC systems department director. "So it's very critical that we know as soon as the process is over, that in fact it was successful, that the outputs are reasonable and about what we expected, because we just spent 15 hours of processing time. If we have to

rerun pay comp from the beginning there's a half-day just eaten up in the little bit of slack time we have in the schedule to begin with to get payments out on time.

"The overriding factor is quality," Henderson explained. "It's got to be done right and done with an absolute minimum amount of risk of error in a service member's pay. All kinds of checks and balances are built into the system so that quality remains our number one objective."

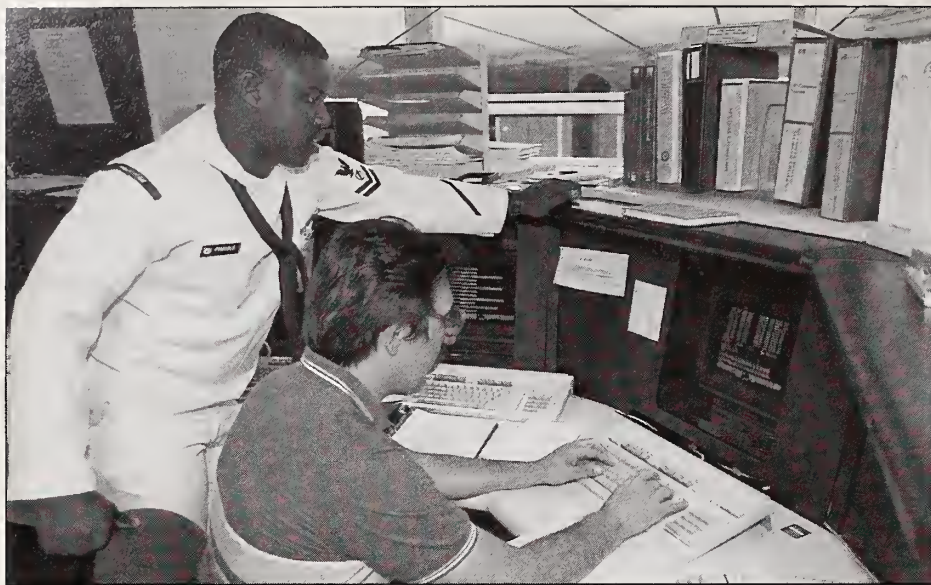
If a logic problem develops during the running of the required 87 individual programs, which are combined to run the massive pay computation program, an "abnormal end" or *abend* will occur. An "abend" means there was a break in the processing sequence and the computer recognizes it, stopping the entire process midstream. Programmers have built checks and balances into the system to test the file in two-percent increments. If an error is detected at one checkpoint, running the whole program again to find that error won't be necessary, just a part of the program from the last checkpoint.

In a complex system such as this, troubleshooting is an important function of the operation. Data Processing Technician 2nd Class James W. Rickard mans a "help desk" to assist NFC's programmers when things don't go as planned — a type of internal *customer service* that ultimately translates to better service for the fleet sailor.

"When programmers have problems they want to know 'Why did my job [abnormally end]?' " said Rickard. "We find out and put the answer in text on the system. I give the programmer a problem number for his job that abended. That's what information management and our problem management system is all about. We normally handle about 30 to 50 problem calls a day."

DP2 Ellen Y. Cerutti is the type of person who doesn't wait for problems to come to her, she goes looking for them and checks the efficiency of error





**DP2 Dwayne H. Pringle and lead computer operator Gregory F. Danisek monitor operations of the main-frame computer with others around-the-clock.**

correction. She says it ultimately boils down to service for the customer.

"That's what we're here for — service to the customer," said Cerutti, problem manager for CDC's customer liaison branch. "If we have the information available or the means to track the information we should use it to help the customer in whatever way we can."

A supervisor of computer program analysis, Frank J. Fuhs said, "Trying to summarize everything done here is difficult. My particular branch is the tip of the iceberg in terms of the active-duty pay system: in producing the LES', the DDS payments and advisories — all the deliverables to the members.

"We're certainly not alone however, because we interact very closely, virtually daily," Fuhs said, "with the other half of the house, the Joint Uniformed Military Pay System update. Pay Comp runs twice a month — to produce the mid-month and end of month payments. We start to pull everything together in the master accounts, compute the pay, the state and federal taxes, the leave, etc., ... about 250 different individual entitlements altogether."

The master military pay account contains all of the information on which each member's pay is based. Updates to the MMPA are made continuously throughout the month as changes from the fleet are received. Changes in individual records can in-

clude such things as time-in-service, time-in-grade, career sea pay, overseas housing allowances, variable housing allowances, cost of living allowances, flight pay, sub pay, hazardous-duty pay, leave computation, selective reenlistment bonuses, medical bonuses, dental special pay, nuclear bonuses, and the list goes on and on.

The MMPA changes for the JUMPS update are initiated by the PNs and DKs in the fleet, whenever sailors' records indicate a need for a change, or the member approaches the PN or DK personally with a change in status (like getting married or divorced). The DK enters the required changes which are transmitted to Cleveland via computers and magnetic tape, normal message traffic or as a last resort, by mail. The key to having an accurate pay record — and therefore the correct pay — is communication up and down the chain.

Field access to the MMPA is revolutionizing Navy pay, allowing local disbursing offices to provide "real time" service to their customers by electronically linking up with Cleveland. All Personnel Support Activities in CONUS now have access through the Source Data System Network. Ships can also access the MMPA by calling a toll-free number while in port. In all, more than 350,000 pay accounts are now served by this system.

"MMPA access means: I sent something to Cleveland yesterday and I can see it today or tomorrow," said Karen

Mate, an analyst in NFC's Operations Directorate. "And then I can tell my customer with 100 percent confidence 'it will be on your next LES.' The days of the DK saying, 'I'll call Cleveland and find out for you' are over. In today's environment that's the wrong answer."

Cleveland has initiated a number of innovative ways to make your pay as accurate as possible. For instance, artificial intelligence is now used for problem solving in the determination of who is eligible to receive Survivor Benefit Payments. The use of computers is becoming the cornerstone in providing upgraded service to every aspect of what NFC does for the sailor whether they are on active duty, in the Reserves, retired or a family member.

In one way, NFC has put more power in the hands of the ship's DK through something called the Uniform Microcomputer Disbursing System. UMIDS allows the DK to enter changes to your MMPA using microcomputers on board.

The benefit of UMIDS to the DK is actually twofold. DKs can automate many repetitive tasks associated with maintaining pay records and can expedite the process of payroll computation. With UMIDS in place, the DK saves time and effort in processing changes, keeping records and ultimately spends more time in the "customer service" aspect of the job. The end result can virtually eliminate standing in long lines on payday trying to resolve problems, rather than getting paid.

"One of the big advantages is the fact that the crew can actually see the difference in how the system maintains their pay accounts," said DK1(SW) Steven C. Williams, who worked on the prototype of UMIDS in the fleet before coming to Cleveland and now sees the system at work from



the other end. He said the sailors on his ship really learned to like the system because, "They noticed, as a direct result of UMIDS, that the DK had more time to spend helping them and felt comfortable with the computer's accuracy in calculating and tracking their payroll transactions. They have confidence in the fact that computers don't make errors, people do.

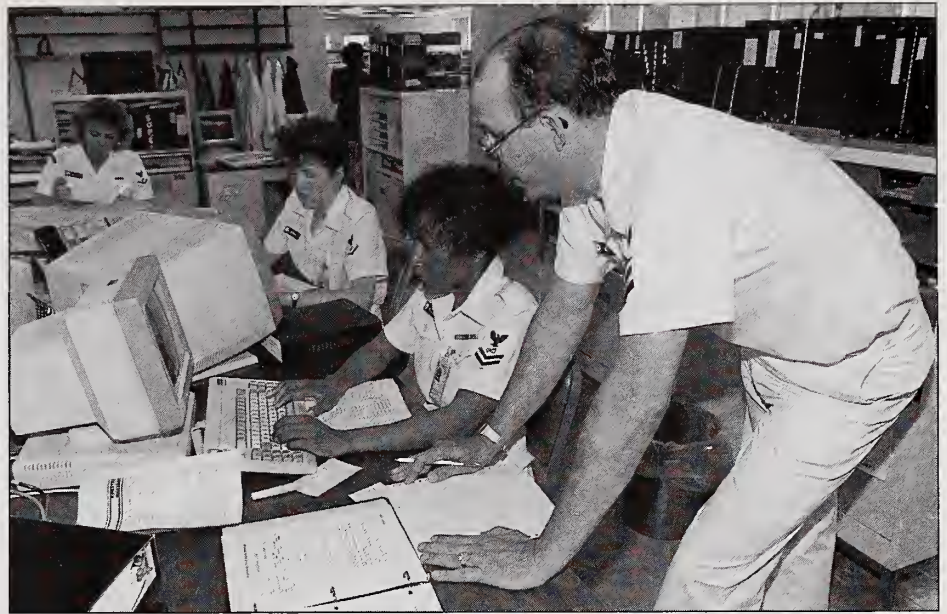
"There's so much flexibility in the system — we have the automated teller machines on line, cash payrolls, check payrolls, special payrolls, off-line payrolls," said Williams. "The DK is the manager of the system and the system manages the pay accounts. It alleviates a lot of repetitive errors that are made — little errors that can snowball.

"We have a direct link with ATMs," he continued. "I was just reading an article on how delighted the sailors on USS *Wisconsin* (BB 64) are with their ATM. Well, we're the front load to that ATM. Sure, the ATM does a great job, but if our information wasn't accurate and correct when sent to the machine, then sailors wouldn't be as happy."

Another way to make sailors happy about pay matters is to correct errors quickly and painlessly. Formerly, errors in transactions could only be resolved in Cleveland. Now, error correction on-line is possible at many originating SDS activities, thereby reducing time to see corrections in pay and personnel records. In the past, weeks and months would go by before an error would be entirely eliminated in an MMPA, NFC Cleveland has provided the sailor service of an almost immediate nature.

With ECCO in place, 98 percent of all changes made by your DK will post with no errors. The DK can then correct 85 percent of the transactions rejected with no additional contact to Cleveland. So, if the DK servicing your pay account has ECCO capability, there's a 99.7 percent probability that your pay will be straightened out by the next payday.

Almost everyone in the Navy has a



horror story to tell regarding their paycheck being messed up at one time or another. Disbursing clerks aren't exempt either, like the time DK1 Williams was overpaid when he was a recruiter in Pittsburgh. He called the disbursing clerk handling his pay account and eventually got into an argument regarding his overpayment and what it should have been.

"That gave me a new perspective when I went back out to the fleet," Williams said, "because then I knew, from the customer's standpoint, that my focus had to be on service to the customer. But we have a different customer here in Cleveland. Our customer is the disbursing office, and that goes farther down the chain, where the customer is the sailor out in the fleet. But if we service them, and do the job well, then that sailor out there is getting paid correctly."

And getting paid correctly is what it's all about. Sailors shouldn't have to worry about their pay, because it detracts from the job at hand — the job they have in the Navy. Their pay should just come to them regularly, in the right amount and with no errors.

Think of NFC as an umpire at a ball game or a waitress in a restaurant. You want to know that they are there, but you shouldn't notice them doing their jobs.

With the umpire, you want him there calling balls, strikes and outs, but

**NFC field liaison group members, (Right to left) DK1(SW) Mark A. Rudolph, DK2 Sandra R. Bellsmith, DK3 Deanna L. Richey and DK3 Dana Holtzman work together to correct a Master Military Pay Account prior to a JUMPS update.**

you don't want him making too many close calls because someone on either team might get upset.

For the waitress scenario, you want her to serve you promptly and without any errors. She greets you upon arrival, takes your order and comes back with your food and drinks. She may ask if everything is all right, but other than that you don't notice her at all.

That's what Cleveland wants to do regarding your payday. They want to serve you through the DKs and PNs in the fleet, but they don't want you to notice them doing it or have you worrying about it every payday.

"We want to be the umpire," said Mate. "We want to be the waitress. We want to be the people that make payday a non-event." □

*Karalis is a writer for All Hands. Allen is a photojournalist assigned to All Hands.*



# PSD Crystal City

*Where people care about you  
and your money matters.*

Story and photo by JO2 Andrew I. Karalis

When sailors in the Washington, D.C., area experience a problem with their pay or personnel record, the first people they generally turn to for help are the disbursing clerks, personnelmen and civilians located at Personnel Support Detachment, Crystal City. PSD Crystal City serves sailors at more than 210 commands in the area.

Amid all the computers running nearly everything in the Navy today, it's reassuring to know that these disbursing clerks and personnelmen — real people at PSDs, on ships, and at isolated duty stations the world over — are the ones who know how to assist you with virtually any personnel or pay problem you may encounter. Although the Navy Finance Center in Cleveland is ultimately responsible for getting sailors' pay straight, it's the DKs and PNs that do the actual legwork to make sure the input is right.

The key factor in this equation is human-to-human contact that helps solve any and all problems.

"Mostly, I take care of problems," said Disbursing Clerk 3rd Class Robert E. Garrett. "Everyone has a problem — their payments didn't make it to wherever; their allotment didn't get to dependents; their Leave and Earnings Statement wasn't received; their money amount is too much or too small. The most common problem, of course, is being underpaid. Everyone, everywhere, thinks they are underpaid!"

What's the first thing sailors can do to prevent suspected pay problems? "Read your LES. A lot of problems

come from simply not reading the whole LES," Garrett explained. "For instance, we may get a pay increase and the guy sees that his pay stops. Just keep reading, and look at the bottom, you see it started again the next day."

"I like knowing that when a person comes in here and they need help, we can go right ahead and help them solve any problem," said Personnelman 3rd Class Chris Rudolph. "If they see what we can do for them, it will put everything in perspective and it will all fall right into place."

"We generate most of the paperwork to get sailors paid," Rudolph said. "Personnel drives pay. If the paperwork doesn't get to us, it won't get to the DKs and vice versa."

PSD Crystal City is like any other customer service organization, made up of people like Rudolph and Garrett who care about you and your problems. PN2 Mary V. Huckleberry, who works in the personnel transfers and receipts section, is another who feels the same way. "I want to make it as easy as I can make it for them, as far as the PSD aspect of it goes," Huckleberry said.

What does Huckleberry suggest people do before coming over? "Utilize the phone and call ahead of time. Write any questions down that you need answers to and write down what information you need. Also, make sure you ask us, 'What do you need from me?'"

Inaccurate or lack of information is a major contributor to pay problems in most cases.

"A lot of problems come from the



**PN2 Huckleberry goes over AZ1 Groff's personnel records.**

fact that people don't understand our policy guidelines," said PNSN Dina L. Shepard. "To get your variable housing allowance we need documentation, so bring in your mortgage or lease papers. To get an ID card and basic allowance for quarters for family members, bring in a marriage or birth certificate. We need proof. We just can't take your word for it. The simplest and best thing people can do is call us before coming over and ask us what they need to bring. It's better to ask than to not know for sure."

Rudolph said he agrees with that assessment. "To prevent mistakes from happening you have to make yourself more aware," he said. "If you don't know something, ask. You know the old saying still holds true: 'There is no such thing as a dumb question'" — especially when it deals with your personnel or pay record — and ultimately your money! □

*Karalis is a writer for All Hands.*



# Desert Shield Chronology

**Oct. 1** — USS *Independence* (CV 62) transits the Strait of Hormuz en route to the Persian Gulf.

Dutch heavy lift ship *Super Servant III* transports four minesweepers: USS *Avenger* (MCM 1), USS *Leader* (MSO 490), USS *Impervious* (MSO 449) and USS *Adroit* (MSO 509) to Bahrain for training and operations.

ARG Alfa units and CTG 150.6 conduct amphibious rehearsal *Operation Camel Sand*, off Ras Madrakah, Oman.

**Oct. 2** — A detachment from Helicopter Mine Countermeasures Squadron 14 (HM 14), based in Norfolk, deploys to the Middle East in support of *Operation Desert Shield*.

**Oct. 3** — Soviet President Mikhail Gorbachev sends an adviser to the Persian Gulf in an effort to persuade Iraq to restore Kuwait's independence.

**Oct. 4** — Aircraft carrier USS *Independence* (CV 62) leaves the Gulf after successfully completing a three-day mission demonstrating to friends and allies in the Middle East that it's possible to put a carrier in the Gulf and carry out operations.

**Oct. 8** — Two U.S. Marine Corps UH-1N *Huey* transport helicopters, based on the amphibious assault ship USS *Okinawa* (LPH 3), disappear at 5:13 a.m. local time, with eight men aboard during routine night training operations over the Northern Arabian Sea.

An Iraqi-flagged cargo ship, in the Northern Arabian sea, refuses to acknowledge repeated requests to stop. Navy frigate USS *Reasoner* (FF 1063) fires two warning shots across its bow from five-inch guns. The Royal Navy frigate *Battleaxe* (F 89) and Australian frigate *Adelaide* (F 01) also fired additional warning shots.

**Oct. 10** — The Navy announces no survivors were found from the Oct. 8 crash of two helicopters over the Northern Arabian Sea.

The Air Force temporarily halts all training flights in the Gulf area after a series of aircraft accidents.

Four hundred Americans and other foreign captives in Kuwait and Iraq signed up for the first U.S.-chartered evacuation flight from Iraq and Kuwait since Sept. 22.

**Oct. 13** — The first West Coast ship to return from *Operation Desert Shield*, USS *Vandegrift* (FFG 48), pulls into Pearl Harbor.

**Oct. 15** — USS *Elmer Montgomery* (FF 1082) completes the 2,500th intercept action by the multinational intercept force. The intercept operation began Aug. 12, 1990.

**Oct. 16** — Secretary of State James Baker says that Iraqi President Saddam Hussein indicated tentative interest in a compromise settlement of the Kuwait crisis. Washington officials consider these terms unacceptable and continue to insist on complete Iraqi withdrawal from Kuwait.

**Oct. 17** — Members of the U.S. Senate Foreign Relations Committee call for Bush Administration officials to obtain Congressional approval before initiating any military action.

Soviet President Gorbachev and U.S. Secretary of Defense Dick Cheney hold talks in Moscow on the Gulf crisis. President Gorbachev tells Cheney that he remains committed to the agreement made in Helsinki with President Bush to secure a complete Iraqi withdrawal from Kuwait.

The Secretary of the Navy announces the activation of additional Naval Reserve units in support of *Operation Desert Shield*. Approxi-

mately 113 reservists from 25 units are involved.

**Oct. 19** — Canada's five remaining diplomats leave their embassy in Kuwait. The only embassies with personnel left in Kuwait are: United Kingdom, United States and France.

**Oct. 21** — USS *O'Brien* (DD 975) fired warning shots across an Iraqi merchant vessel's bow after it failed to alter its course to a nonprohibited port.

**Oct. 22** — The Iraqi merchant vessel, fired on by *O'Brien*, was cleared to proceed by a multinational boarding team including Navy and Coast Guard personnel from *Reasoner* in the North Arabian Sea. The merchant had apparently disposed of its prohibited cargo.

**Oct. 23** — The Defense Department announces it is considering expanding U.S. military forces in the Gulf beyond those already stationed there.

**Oct. 25** — In a news briefing, Assistant Secretary of Defense (Public Affairs) Pete Williams announces there are 430,000 men now in Kuwait or southern Iraq. Saddam Hussein gives no indication of being willing to withdraw from Kuwait.

**Oct. 30** — At 8:12 a.m., USS *Iwo Jima* (LPH 2), sustains a major steam leak in the boiler room only 15-minutes out of port from Manama, Bahrain. The boiler room accident killed 10 American sailors.

**Oct. 31** — President Bush says "I have had it" with Iraq's efforts to "starve out" the U.S. Embassy in Kuwait, but he does not believe the nation is closer to war. □



## Spotlight on Excellence

# Safety awareness pays off

Story by JOC Bob Young, photo by PHAN George Stuckert

The men whose lives he may have saved can't be positively identified. It is known that they work on the flight deck of USS *John F. Kennedy* (CV 67), launching, recovering and flying some of the world's most sophisticated aircraft. The potential victims of an averted tragedy don't know if their training and luck would have kept them safe. And, because of an alert shipmate, they didn't have to find out.

The importance of constant safety awareness was illustrated recently by the actions of Aviation Boatswain's Mate 3rd Class John W. Gay during flight operations in support of *Operation Desert Shield*.

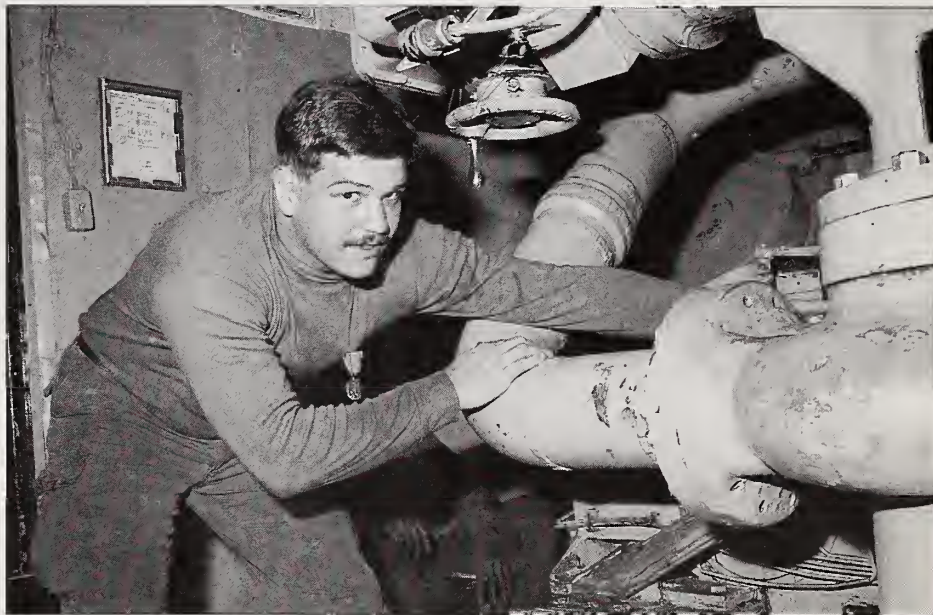
As flight operations were taking place, Gay noticed that when an arresting cable was retrieved, smoke was coming out of the cable housing unit.

"I told my supervisor and we did what we usually do — grease the sheave during a break in the action," Gay said. During the next recovery, an unusual amount of grease was pumped out of the sheave area, and Gay became more concerned. "It was nothing really unusual," he said, "but I figured I better watch it on the next trap."

As the next trap was made and the arresting cable was retracting back into battery, Gay noticed that the sheave was bouncing up and down.

"He immediately called 'foul deck', which means we couldn't land any airplanes," said LCDR Gary Brown, Gay's division officer. "He felt we should take the arresting cable off until he could investigate further."

After a quick investigation in arresting gear engine room number 3, a ball thrust bearing failure was found on a



28-inch speed sheave. Gay and Brown both agreed that if they had continued using the arresting cable, chances are the sheaves would have come apart causing the arresting cable to sever and whip across the flight deck.

A snapped arresting cable can slice a man in half, sever arms and legs or seriously damage aircraft.

"A parting of that cable could have resulted in numerous personnel casualties on the flight deck, and could have been even worse if the break occurred during an aircraft landing," said Brown.

Gay, who was awarded a Navy Achievement Medal for his quick actions, remarked it was just the "highest of many highs" he's had since coming aboard *Kennedy* almost three years ago. "I've made third class because I was taught how to work hard and have pride in my job," Gay said after being commended for his efforts.

**AB3 John Gay's dedication to safety prevented the loss of life and equipment aboard *Kennedy*.**

"Today was just one of a long line of good things that have happened in my life since I boarded this ship."

The young bluejacket, who said he is definitely going to make the Navy a career, now has his sights set on making second class petty officer and continuing to do a good job.

The incident has graphically reminded Gay and his shipmates how our lives touch each other's in ways we sometimes never notice. Because of his effort to "just do his job" and keep safety first on his mind, a catastrophe didn't occur and a hero was recognized. □

*Young and Stuckert are assigned to USS John F. Kennedy (CV 67) on station in the Middle East.*



# From boot camp and beyond

---

*Training is the lifeblood of the fleet.*

---

Story and photos by  
JO1 Walter H. Panych

Young sailors are a direct reflection of the trainers and training they've received. From the time you enter boot camp through completion of the Navy's most advanced "A" school, you are part of a giant training machine. Ensuring that training meets the needs of today's Navy is part of Naval Technical Training Command's job.

Recruit training is the first step in the training process. New recruits have a variety of expectations. Their emotions range from slight nervousness to complete fear. But, like hundreds of thousands of young men and women who have preceded them, they are destined to learn the basics needed to be a sailor.

From early-morning reveilles through late-night watches, recruits are drilled in those basics. As the re-

Students at Molder "A" School get hands-on training. They work toward graduation and taking their place in the fleet.





recruits progress through eight weeks of boot camp, they begin to work as a team, applying new skills in eager anticipation of graduating and joining the fleet.

According to Chief Machinist's Mate (SW) Lawrence Holloway, a recruit company commander at Recruit Training Command Orlando, Fla., eight weeks isn't enough time to teach everything a recruit will need in the Navy, but "it is a building block, and they receive the technical training later in 'AT' or 'A' schools. We have to get the recruits in the right frame of mind and try to teach them about life in the Navy."

There's more to recruit training than marching and folding clothes. Most of the basic skills are first taught in the classroom before being practiced by the recruits.

"Before we take recruits through firefighting or physical training, for example, we give them the working knowledge in the classroom," said Chief Mess Management Specialist Prescillano Gamboa, of RTC Orlando. "That's important, both from the skills aspect and the safety portion of their training." One-on-one counseling is available to recruits for any type of problem, he continued, whether academic, emotional or physical. "That also helps us produce the best trained recruits in the fleet," he said.

Training doesn't stop there, however. Sailors may then be assigned to either seaman, fireman or airman apprenticeship training or class "A" schools.

Apprenticeship training was established in 1972, with the seaman course focusing on general duty, the airman course on aviation duty and fireman course oriented toward engineering skills. Upon completion of apprenticeship training, graduates are sent to their first duty stations.

Sailors selected for specific skills training are sent to class "A" schools to teach them the technical aspects of their future jobs. But military skills

can't be ignored. That's where "A" school military training comes into play. Formerly called instructor training brigades, ASMT emphasizes military skills, building on the foundation laid in boot camp.

According to Master Chief Boiler Technician (SW) Philip Lemense, training program coordinator for ASMT at the Chief of Naval Technical Training's headquarters in Memphis, Tenn., eight hours of a student's day are spent learning the technical as-

pects of a particular rating. "ASMT was established to prepare students for the nontechnical aspects of Navy life," he said, "including watchstanding,

**Bottom: The fleet atmosphere is reinforced at apprenticeship training and at class "A" schools as students become familiar with the watch, quarters and station bill. Below: During airman apprenticeship training students get their first look at an A-7 cockpit.**







**Intensive teletype training means hours at the keyboard for the Navy's prospective radiomen at radioman "A" school.**

cleaning bills, mustering and duty sections."

Aviation Electronics Technician 3rd Class Robert White, a student at the Naval Air Technical Training Center in Millington, Tenn., praised the knowledge he's gathered.

"I had never seen a log book in my life until I came into the Navy," he said. "By learning about duty sections, logging in and out, quarterdeck watches and so forth, I can be better prepared when I go to the fleet."

While awaiting "A" school, students also learn leadership skills while assigned as gate guards, fire and security watches, phone watches and barrack's support personnel. They also

attend general military training sessions and stand room and personnel inspections. Some students who are selected as section or platoon leaders make up watch bills and duty assignments.

AT3 Steven D. O'Brien is in the last phase of his schooling in advanced first term avionics at NATTC Millington. He's a platoon leader and said the technical aspect of training is essential, but the military portion is just as important.

"I think it builds character and leadership qualities," he said. "It also helps me in working with subordinates. I did the cleaning, standing watches, etc., and now I'm in the leadership role before I go to the fleet. It's very helpful."

"A" school students with academic problems who drop out within the first 140 days of school have the option of

going to apprenticeship training. It helps the individual meet minimum training requirements prior to assignment to the fleet. There are certain criteria for this option, such as seats being available, receiving a recommendation and having no disciplinary problems.

The training sailors get during boot camp, AT and ASMT will help guide them throughout their careers.

AT3 Richard M. Cotton, an advanced first term avionics student, summed up his training experience by saying, "What I've received in the year I've been in the Navy has made me self-sufficient. It has also given me a strong 'teamwork' foundation — a foundation that I'll use forever." □

*Panych is assigned to the Chief of Naval Technical Training's Public Affairs Office, Millington, Tenn.*



# Keeping them rolling

*Old trucks get new lives.*

Story by JOCS William F. Dougherty III,  
photos by JO3 Lisa M. Petrillo

When you think of "SLEP," the Service Life Extension Program, your focus turns to aircraft carriers. SLEP is the Navy's program to refurbish and retool assets. However, in Guantanamo Bay, Cuba, the Public Works Transportation Division has adopted a SLEP-like program to revitalize aging government trucks.

"Vehicles are in short supply around here," said Chief Construction Mechanic Richard "Pappy" Taylor. "We weren't expecting to get too many replacements in because of budget cuts. So, we came up with our own version of the SLEP program."

Taylor is the Public Works Department deputy transportation superintendent. He said 1978 through 1981 vehicles are eligible for the program.

"We've got 26 trucks in the pipeline now," he said. "Each vehicle has 80,000 to 90,000 miles of wear."



Gitmo's version of SLEP mirrors the program used on Navy carriers.

"We're trying to extend the life of the vehicles by three to five years to allow us time to replace them with new trucks," he said.

Taylor and Dave Solano, the Public Works transportation superintendent, came up with the idea and designed Gitmo's SLEP program.

"In stage one, we identify vehicles to repair cost-effectively under the program," explained Taylor. "Some vehicles have too many problems to fix, so we just let them go. We can tell if the truck fits our program by a complete vehicle inspection and a review of its maintenance history."

Stage two determines how much it will cost to make repairs. It includes all mechanical, paint, body and cosmetic work.

Stage three is when the vehicle enters the work area.

"Depending on the workload, the vehicle may go into the paint or mechanical shop, whichever is available," said Taylor. "We don't wait, we start working on the truck right away. There's no wasted time."

In the final stage, the vehicle is road

**Lee Davidson of Gitmo's fire department performs a pre-start check of his truck after SLEP repairs.**



tested. "We check everything," Taylor said. "Brakes, steering, suspension, drive train and transmission. Transmissions are scrutinized by our mechanics to make sure they are safe."

Every stage has a quality assurance check, according to Taylor. When a vehicle completes SLEP, a safety sticker says that it's ready for use by one of Gitmo's departments, commands or activities.

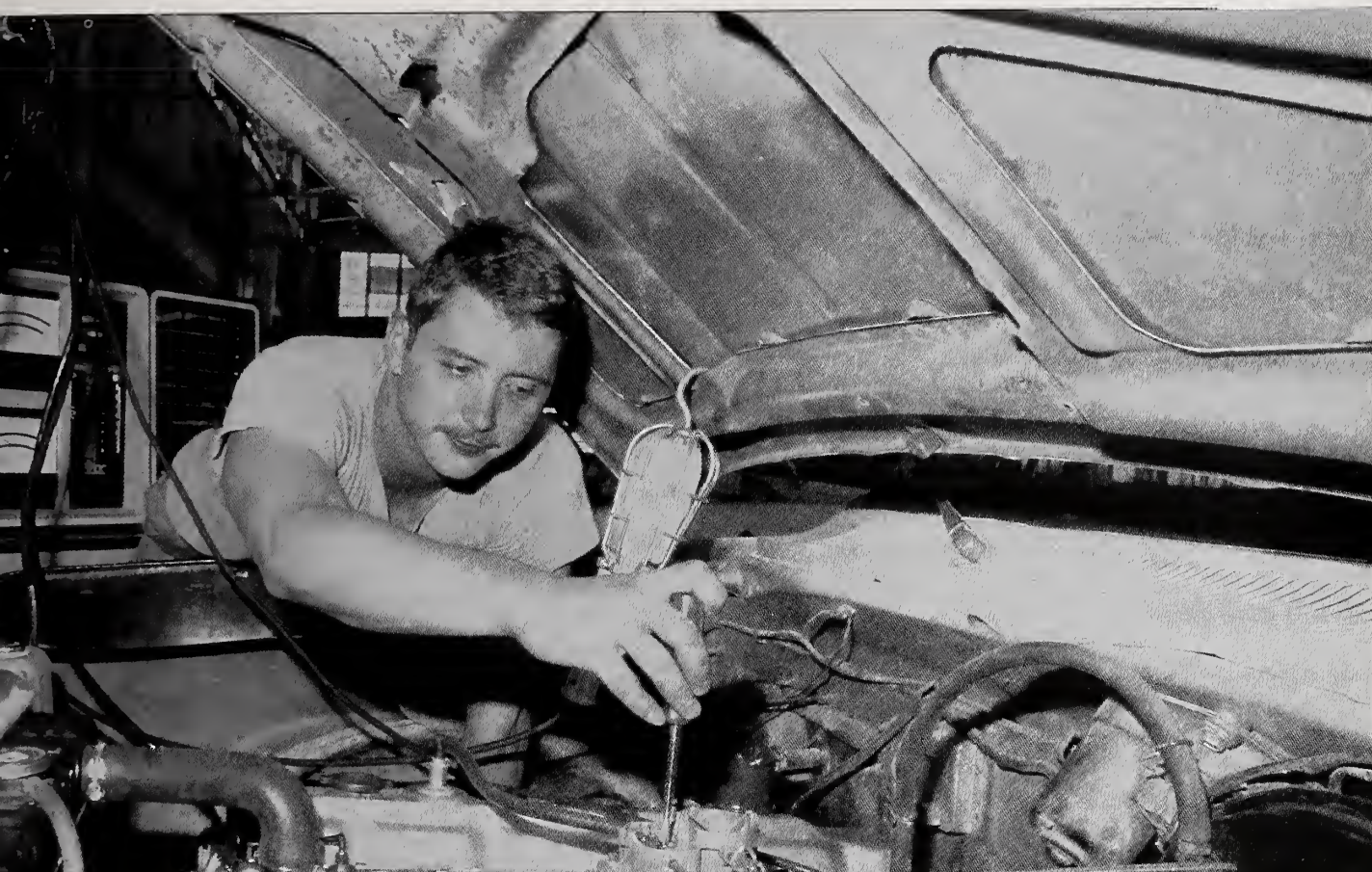
The program began March 30 and Taylor's crew restored seven vehicles in the first three months.

"We plan to spend about \$25,000 for this fiscal year," he explained. "That's about \$2,000 a vehicle. Right now, we're averaging \$1,503 per vehicle in the program. You can see how much money we're saving."

It takes three weeks to complete the SLEP program on a vehicle. "That's only if there are no glitches," added Taylor.

The initial glitch in starting the program, according to Taylor, was getting replacement parts. "There's lead time required from ordering to receipt and it initially slowed the program





**Gitmo SLEP team member CM3 Simmons adds the finishing touch to repair work on a carburetor. Right: Allen Barrett replaces a door panel after inspection.**



down. Supply has done its level best to get the parts to us," he said. "We were chomping at the bit to get started, so we had to learn a little patience."

With the initial shortage of parts, Taylor said his crew learned to save everything. "If we can't save a vehicle with SLEP, we salvage all the usable parts," he said. "We're constantly looking for good parts. Heck, back where I come from, we kill the hog and use everything but the squeal — and we keep that on the radio!"

Not only are money and parts saved, but training is also an important part of the program.

"We'll keep a good transmission and then install it into one of our vehicles in SLEP," he said. "While the mechanic overhauls and installs the transmission, he trains other mechanics how to do the job. That's maximum use of parts and personnel. That's a good program."

There are only a few people involved in this program that saves Guantanamo Bay thousands of dollars in vehicle replacement costs. The team includes mechanic Luis Ramos, a re-

tired Navy chief engineman, CM3 Chris Simmons, CM3 Shawn Williams, CM3 Judy K. Dewitt and three Jamaican Burns and Roe contract employees who handle the body, paint and upholstery work: Ronald Martin, Allen Barrett and Desmond Anglian.

"These are good people," he said. "I told them if it's something they would repair or replace on their own vehicle, do it on a SLEP vehicle. It gives them a personal interest in the vehicle's safety and the latitude to make their own decisions."

Even so, Taylor's crew only makes the repairs necessary to return the vehicle to top condition. "If the interior, windows or mechanical parts are good, we leave them alone," he said. "If it works, you don't fix it."

"We SLEP trucks for the entire naval base," said Taylor. "If it's in our inventory, we'll do it."

In FY91, the Gitmo SLEP will set

aside \$50,000 and Taylor says that equates to more than 30 trucks that will get a life-saving face lift. Let's see them try that with aircraft carriers! □

*Dougherty and Petrillo are assigned to the Public Affairs Office, Guantanamo Bay, Cuba.*



# Display ship *Barry*

*He who stands and waits also serves.*

Story by SN Wayne Lurkens, photos by JO3 Marke Spahr

A gentle breeze playfully dances through the night air, across the Anacostia River and the lonesome, silhouetted hull of a sleek United States Naval vessel. The slowly growing light lifts the cloak of darkness from the 5-inch guns, MK 32 torpedo mounts and anti-submarine rocket launcher.

The presence of history hangs over the decks; faint, eerie clangs and a hollow, high-pitched whistle seem to ring through the early morning air. Are these sounds of just the morning gulls waking from their night's slumber?

The ship's shadows retreat from the day's embracing presence, and as morning shows its bright face across the Washington Navy Yard, one last shadow disappears aboard the decommissioned "display ship" *Barry* (DD 933). A gull's scream breaks the solitude as several seamen make their way from their barracks across the deserted parking lot toward the waiting ship.

Since 1984, the destroyer has been a "display unit" or ceremonial platform for the armed forces. During her active service, from 1956 to 1982, *Barry* participated in the 1962 Cuban missile crisis and saw extensive action in the Vietnam War, in which she earned two battle stars.

Today, *Barry's* crew is a breed far removed from those who manned the ship's weapons systems in the past. Today's sailors do not fire the guns or activate the rocket launchers, but their work is far from relaxed. They ensure this ship is in top physical shape by chipping paint, sanding, grinding, painting and doing general maintenance like any other crew, but for different reasons. Because *Barry* is a cere-



monial ship, they host ceremonies on a daily basis that normal crews don't have to worry about.

This ship is now "the place" in the Washington, D.C., area to retire, hold commencements and receptions, have changes of command and even reenlistments and swearings-in. If it's military related, you can bet that *Barry* crew members will be hard at work preparing for the event. It is also one of the top attractions for tourists, bringing in thousands of visitors annually.

"Last year we reached the 500,000 mark in terms of giving people tours of this ship. Approximately 103,000 came here last summer [in 1989]," said LT Michael Slotsky, officer in charge of the naval display unit. "Everything on board is self-contained. The only limit to what we can do with this ship is our imagination."

It takes imagination *and* a special

***Barry* at home in her berth at the Washington Navy Yard, Washington, D.C..**

crew of 35 sailors, both men and women, who perform the normal duties of their ratings and also give tours at a moment's notice. Sometimes the tours are to vice admirals and admirals, more often they are to an assortment of civilians, ranging from high-ranking politicians and dignitaries to visitors and tourists from around the globe.

"*Barry* is unique," explained Master Chief Signalman Paul Covington, "because the crew is hand-picked, the job they do and the dedication and effort they put into it brings a lot of pride out of these young sailors."

This pride and dedication was particularly evident when President-elect Bush made a surprise visit to *Barry* in January 1989, with his wife Barbara



and then-Chief of Naval Operations ADM Carlisle A.H. Trost.

"President-elect Bush was at the chapel for services," explained Electrician's Mate 1st Class Kevin B. Schreiber. "When word reached us that he was coming aboard afterward, we 'turned to,' got everything squared away as fast and efficiently as we could, and waited for him to come to the quarterdeck.

"I welcomed him aboard, and he said, 'All I want to know is if you have any coffee.' He made a beeline for the chief's mess where we were currently cleaning and Mrs. Bush said, 'You don't need to clean up for us,'" recalled Schreiber. "My only thought was, if we don't need to clean up for you, who do we need to clean up for? Then Mr. Bush and ADM Trost squared off and started talking politics. Since then, everyone else has kind of been anti-climactic."

Other "notables" visiting *Barry* have included former Navy basketball star David Robinson, "Hunt for Red October" author Tom Clancy, former Secretary of Defense Frank Carlucci and the current Secretary of the Navy H. Lawrence Garrett III — just to name a few.

"Crew members do ceremonies with a lot of pride," said SMCM Covington, "and they do their jobs extremely well."

What does it take to become one of these proud, well-trained *Barry* sailors? The majority of the crew — 30 airmen, firemen and seamen — come straight from recruit training. A representative from *Barry* and a representative of the ceremonial guard see recruits while they are in the middle of boot camp. The ceremonial guard has height and weight restrictions; *Barry*'s needs, however, are not so specific.

Recruits must volunteer, then they are shown slide and movie presentations that tell them about duty with the guard and *Barry*. The two representatives then talk to each candidate



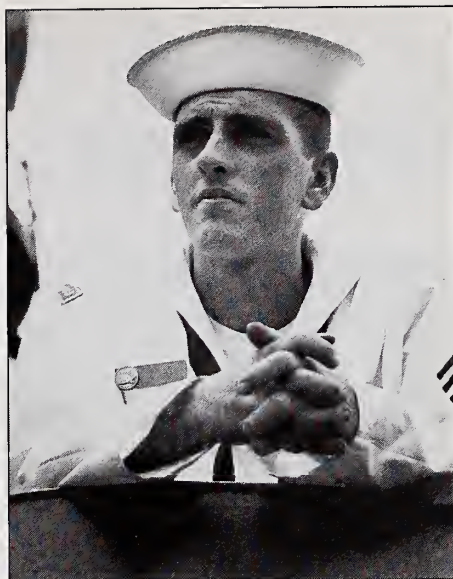
about opportunities with the programs.

For the most part, general detail and undesignated seaman, firemen and airmen are chosen for duty aboard *Barry*. The ship's leadership tries to give them the best possible training to become the best sailors in the fleet. Proof of this commitment is *Barry*'s advancement record.

"It is something that I am extremely proud of," said Slotsky. "We are 17 for 18 over the last three cycles and that encompasses a bunch of different ratings." Sailors aboard *Barry* include signalmen, electrician's mates, yeomen, boatswain's mates and storekeepers.

"We don't train them to be tour guides — we train them to be good sailors first, then they will become good tour guides," said Slotsky. "If they are good sailors, they represent the Navy well. Our mission is to project the Navy's image to the public and serve the Navy."

*Barry* is open to the public daily from 10 a.m. to 5 p.m. The crew constantly performs ceremonies, tours



**Left: *Barry* sailors ensure everything is "shipshape." Above: A tour guide awaits another group.**

and receptions, in addition to standing watch. "We work long hard days, including holidays," said AN Don Jumper, "but I feel we are sent out into the fleet as the best-rated sailors in the Navy."

*Barry*'s crew presents the Navy to people without actually taking them to sea. "There is one big Navy," said Boatswain's Mate 2nd Class Anthony Driver. "In that big Navy you have a quarterdeck — we are basically the 'quarterdeck' of the Navy. Things here are geared toward being spit and shine."

And the opportunities to "shine" are many as the *Barry*'s crew does everything from retirement ceremonies, to reenlistments, commissionings, touring 200 second-graders, standing watch at night and training troops to go out to the fleet.

The crew's attitude is proud and positive.

"As I said before, the only thing that limits us here is our imagination, and the fact that the ship is tied to the bottom of the Anacostia and can't go anywhere," said Slotsky. "I am extremely proud of my crew and the job we do here — we are one big family." □

*Lurkens is assigned to Naval Reserve Rediness Command, Unit 16, Minneapolis, Minn.*



# Bearings

## Navy evaluates bringing schoolhouse training to sailors

In the past, in order for sailors to obtain needed training they had to travel to another location to meet the demands of a sophisticated, rapidly changing and highly technological Navy.

Today, however, the Navy is evaluating an innovative and cost effective means of using high technology to bring schoolhouse training to sailors when and where they need it most — on or near their job sites. The technology is known as Interactive Distance Learning or Video Teletraining. This

U.S. Atlantic Fleet, Electronic Schoolhouse Network established by the Chief of Naval Education and Training in Pensacola, Fla. The network uses two-way television to provide training courses using satellite communications. The VTT system includes large screen televisions, video cameras and audio systems at both the course origination and receiving site(s). This allows an instructor and students to see each other and carry on "face-to-face" discussions.

"Video Teletraining's potential is virtually unlimited," said CNET VADM John S. Disher, whose Naval Education and Training Program Management Support Activity in Pensacola is responsible for management and evaluation of the network from a cost and learning effectiveness perspective. "With anticipated advances in VTT technology, a Navy-wide network could be used to train all active and reserve forces," Disher said.

VTT Manager Matt Hodgins of NETPMSA says, "VTT could revolutionize current training by bringing the schoolhouse to the sailor and significantly reducing the travel associated with training."

"And that sailor could spend more time on the job and at home with his family," added Disher.

The VTT concept seems simple, but providing instruction to students at remote sites using television requires careful attention and evaluation. Do students learn as effectively using the VTT instruction medium? A study compiled by the Center for Naval Analysis indicates the grades and failure rates were not significantly different between students in a typical classroom environment when compared with those of students who were receiving simultaneous instruction via VTT.

"When shorter courses are involved, interactive distance learning may be the most cost-effective way of training students at different sites," said Ray Griffin, NETPMSA personnel psychologist working on the VTT project. "This training may be more effective because it will be directly related to the specific work individuals perform and can be provided to them when they need the knowledge. The immediate use of the training in the work place will reinforce what has been learned."

By the year 2000, many Navy train-



Photo by OS3 D. Kevin Elliott

**Above and right: Sailors in Dam Neck, Va., take exams and attend classes with others in Mayport, Fla., through VTT.**

advanced technology delivery system — designed to increase training opportunities, reduce training costs and enhance learning — is being evaluated at sites along the East Coast from Newport, R.I., to Mayport, Fla.

The five sites, which also includes Norfolk, Dam Neck, Va., and Charleston, S.C., are part of the Norfolk-based Commander, Training Command,



Photo by OS3 D. Kevin Elliott

ing programs may have been replaced by VTT. The role of Navy schoolhouses may change, with some becoming origination sites for VTT courses.

The transition to such a program in the future will most assuredly present challenges. But the potential to implement superior training, provide it within the workplace and to present the material when individuals are ready to receive it, promises to improve sailor performance and Navy readiness while reducing training costs. ■

— Story by Rod Duren, Public Affairs Officer at Naval Education and Training Management Support Activity, Pensacola, Fla.



# Bearings

## Navy CURV III sets deep dive record

A U.S. Navy Cable Controlled Underwater Recovery Vehicle recently completed what is believed to be the deepest remotely-controlled dive.

Following sea trials and its first salvage operation, CURV III dove 20,106 feet in the Atlantic Ocean approximately 300 miles north of Puerto Rico. The CURV III system is maintained by the Navy Office of Supervisor of Salvage for deep ocean salvage and recovery efforts.

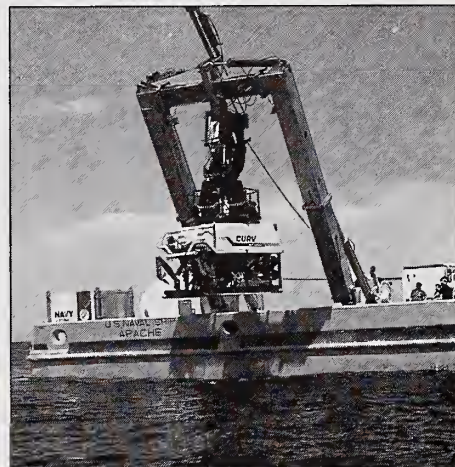
Prior to sea trials, CURV III was tested extensively at the Navy's David Taylor Research Center in Annapolis, Md. The research center monitored its development and tested the CURV in a pressure tank large enough to accommodate full-scale deep ocean vehicles and able to simulate depths of 27,000 feet.

The highly maneuverable vehicle

and its integrated systems were also tested from a barge in the nearby Severn River. Following testing and evaluation, CURV III underwent extensive modification by the builder, Eastport International, Inc., from Upper Marlboro, Md., under contract to the Navy.

CURV is designed to be air-transportable for quick response to salvage and recovery operations worldwide. The integrated systems of the 10,000-pound vehicle include 22,000-feet of fiber optic umbilical cable and an A-frame handling unit.

Computers control the CURV's nine hydraulic thrusters and automatic controls for depth, altitude above the sea bottom, heading and hovering. The vehicle has two black and white high resolution television cameras for use in the low-light levels found in the deep ocean, a color video



**The CURV III completes a record-setting dive in the Atlantic Ocean.**

camera, a 35mm camera, doppler sonar navigation, lights, release hooks and two hydraulic manipulators. ■

*— Story provided and photo by the David Taylor Research Center Public Affairs Office, Annapolis, Md.*

## Marine excels aboard ship, gains Enlisted Surface Warfare pin

Earning the Enlisted Surface Warfare insignia is a goal for most sailors and one that many are achieving. But for a Marine to receive the coveted pin is a rarity. Marine Corporal Peter G. Lindquist recently completed his ESWS qualifications aboard USS *Mount Whitney* (LCC 20).

"If you look in the Resolution of Congress for Marines, it says that Marines should not only be able to handle a rifle, but also be highly capable seamen," said Lindquist. "Sea duty is the oldest duty for a Marine. I've tried to get the most out of every place I have been, whether it was at a school or a tour of duty."

Although he considers receiving the qualification a high point in his career, it was not an automatic goal upon his arrival to the 2nd Fleet flagship.

"I served in positions such as damage control petty officer and supply petty officer," he said. "and that's when the desire began to feed on itself. Every time I would get through one door there would be two more in front of me."

"By taking the initiative to become ESWS qualified, even though it isn't required of Marines, he helped this detachment a great deal. He became our resident expert," said Marine Gunnery Sgt. L.C. Fleming, maintenance chief for the Marine communication detachment. Fleming went on to say that Lindquist's knowledge of the shipboard systems increased as he worked toward his goal and this enabled him to train his fellow Marines in shipboard procedures without having to rely on a sailor for the training.

Now that he has earned the silver pin, don't look for it on his chest, because it is not part of the Marine Corps uniform. But that doesn't bother Lindquist at all.

"I would like to be able to wear it when serving afloat," he said, "but the main reason I worked toward the pin was for the learning experience and to gain a better understanding of what sailors do on a daily basis."

Does he think other Marines should try to earn the ESWS?

"I don't think it should be a requirement," Lindquist said, "but it is a good idea for any career Marine who serves afloat or works closely with amphibious operations." ■

*— Story by JO3 Doug Roberts, assigned to Public Affairs Office, USS Mount Whitney (LCC 20).*



# Bearings

## Charleston commands create largest partnership

Eight Navy Charleston, S.C., commands and area schools signed business/education partnerships during a special ceremony June 1, making them the largest partnership sponsor Navy-wide.

Special plaques were presented to each of the schools joining others from Charleston, Berkeley and Dorchester counties that are involved in more than 100 partnerships with the Navy there, the benchmark goal set by RADM Stanley E. Bump, Naval Base Charleston commander. A total of 93 Naval Base commands and 75 Tri-county area schools are now represented in 101 total partnerships.

The partnerships place Navy volunteers in schools where they serve as role models for "at-risk" youth and provide career counseling, tutoring and other help with such things as beautification projects and more.

Dr. David Sklarz, a representative of the Charleston County School District, said the Navy had "accepted an awesome challenge ... [to provide] a



living example of what these kids can be."

The following commands and schools participated in the ceremony held at the Cooper River Rec Center aboard the naval base: Submarine Group 6 — Midland Park Elementary, Submarine Squadron 4 — Bishop England High, Destroyer Squadron 6 — MenRiv Elementary, Destroyer Squadron 36 — Charleston County Attendance, USS Mount Baker (AE 34)

### The 100th signed partnership.

— Low Country Academy, Navy Consolidated Brig — Dubose Middle School, Navy Construction Battalion Unit 412 — Dorchester County Career, and Personnel Support Activity Network — Pinewood-Summerville Prep. ■

— Story by JO2 Chris Booth assigned to Naval Base Charleston, S.C., Public Affairs Office.

## Navy helicopters evacuate island residents

When their safety was threatened by a volcano, the entire population of Anatahan Island was evacuated by the U.S. Navy at the request of the governor of the Commonwealth of the Northern Marianas Islands.

Navy Helicopter Combat Support Squadron 5 evacuated the 22 people after nine tremors shook the 12.5 square-mile island for three days. The Navy sent two HH-46D helos 196 miles from Guam to transfer the 14 children and eight adults to safety on the island of Saipan, located 73 miles to the south of their isolated home.

"When I first saw the island, I was amazed at how beautiful it was," said

CDR Allen Worley, commanding officer of HC-5 and pilot of the lead helo. "It's exactly like the description of a lush, tropical paradise. It was so rugged in its beauty that it was awe-inspiring.

"When we were up in the air with the island's residents," Worley continued, "it was the first time they had ever seen the top of their own volcano because [the island's] so rugged."

Anatahan is a very isolated society. For the children, it was their first time ever off-island, let alone in a helicopter or a car.

"Some were apprehensive about leaving," said Aviation Structural

Mechanic 1st Class Mike Kennedy, crew chief of the second helo. "The kids thought it was great. It was like a ride at Disneyland that they had seen in magazines."

The half-hour flight to Saipan gave some of the adults time to think about their situation. "There was one woman who had never left Anatahan in her life," said Aviation Ordnance-man 3rd Class Jay McDonald. "When we got near Saipan, she started crying because she didn't want to leave her home." ■

— Story by JO2 Kerry Boehm assigned to Commander U.S. Naval Forces Marianas Public Affairs Office.



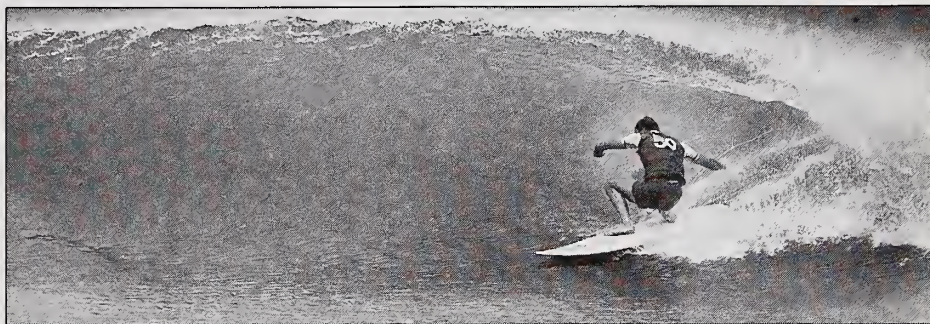
# Bearings

## White-water fun awaits sailors, Marines in Subic Bay

Sailors and Marines on deployment to the Western Pacific can add another sport to the long list of recreation activities available to them at U.S. Naval Facility Subic Bay, Republic of the Philippines.

Surfing has become quite popular at Bay-area beaches on Grande Island, which is already famous for its resort-style hotel accommodations, leisure-time activities and extensive sporting equipment rental facilities. Although the waves pounding over the reefs of Grande Island are possibly the best found in the 7th Fleet's 52-million-square-mile area of responsibility, visitors needn't be of professional caliber to give it a try.

"A lot of people are surprised to hear there are rideable waves in Subic," said Machinist's Mate 1st Class Ivan Trent, co-founder and president of the Far East Surfing Association. "But Grande Island gets some of the most



perfect five- to six-foot waves you'll ever see. I'd rate them 'world class' for their clean form and length of ride possibilities. It can be a surfer's paradise."

For newcomers to the sport, Trent recommends a soft foam body board on which riders lie as they get whisked across the surf just inches in front of a breaking wave. He advises experienced surfers to bring along a surfboard designed and built for fairly powerful reef-breaking waves.

**HMC David Jefferson rides a perfect wave on the way to taking first place in a surfing contest at Grande Island in Subic Bay.**

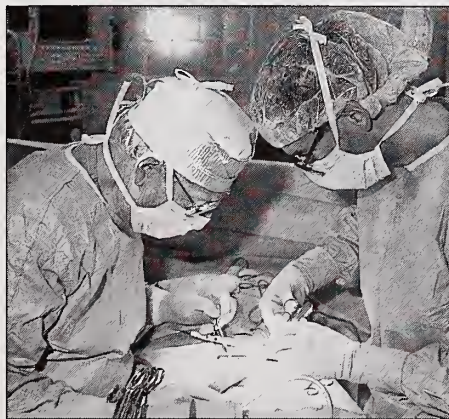
So, the next time sailors and Marines are in Subic Bay and have a desire to try something a little different, contact the Far East Surfing Association and try catching a wave. ■

*—Story and photo by PH1 Ted Salois assigned to 7th Fleet Public Affairs, Subic Bay, Republic of the Philippines.*

## Naval Reserve doctors fill surgery gap on weekends

Surrounded by masked men and women clad in hospital green smocks, a small, motionless figure lies huddled amid operating sheets with only an ear exposed and an oxygen tube protruding from her mouth. This small figure is a baby having intricate ear surgery performed by reservists on a weekend at Naval Hospital Oakland, Calif., as part of the Reserve Same-Day Surgery Program.

Reservists drilling at Naval Hospital Oakland use their professional skills to help shift some of the hospital's patient case loads to the weekend. Performing surgery on the weekend with Reserve physicians, nurses and corpsmen, allows Naval Hospital Oakland to free operating room time



and staff during the week to other cases.

Besides providing an excellent training platform, the RSDS Program provides outstanding cost savings for

**The Reserve Same-Day Surgery Program at Naval Hospital Oakland, Calif., is the first of its type to use reservists for surgery on Saturdays.**

Navy medicine. From February through December 1989, reservists performed outpatient surgery on 11 Saturdays, for a total of 77 cases involving 88 operating room hours. The Navy saved \$111,985 under the RSDS Program.

The program is open to family members and retirees, who also benefit by having no CHAMPUS co-payments. ■

*—Story and photo by JO2 James D. Berry assigned to Naval Reserve Readiness Command, Region 20, Treasure Island, Calif.*



# Bearings

## AO1 Lewis receives 1990 NCOA Vanguard Award

Aviation Ordnanceman 1st Class (AW) Eric C. Lewis was selected as the Navy recipient of the 1990 Non Commissioned Officers Association Military Vanguard Award.

The prestigious award, presented annually by the NCOA in the name of a Medal of Honor recipient, goes to noncommissioned and petty officers from each branch of the armed services who have performed a particularly heroic act, saving a life or preventing serious injury. As the Navy's 1990 Vanguard Award winner, Lewis received the award in the memory and honor of Machinist's Mate 1st Class Robert R. Scott, who was awarded the Medal of Honor for his actions aboard USS *California* (BB 44) during the attack on Pearl Harbor, Hawaii, Dec. 7, 1941.

In January 1989, while assigned to Attack Squadron 185, then-AO2(AW) Lewis took heroic action during a fire

involving a KA-6D tanker aircraft at U.S. Naval Air Station, Cubi Point, Republic of the Philippines. He is credited with saving the life of the plane captain, the pilot and countless others when the aircraft suddenly burst into flames following a fuel spill during a routine hot refueling operation. For his actions, Lewis was awarded the Navy and Marine Corps Medal for heroism and the Navy Achievement Medal. However, Lewis said he doesn't like being referred to as a hero.

"I was just doing my job," he explained. After finishing the workday, Lewis and a shipmate were at the top of a hill when they heard a loud "boom!" and saw the early evening sky suddenly

**MCPON AVCM(AW) Duane R. Bushey and NCOA President Walter J. Kruger present the Vanguard Award to AO1(AW) Eric C. Lewis for his heroic actions.**

light up.

"We were about 500 yards away and we could feel the heat — it was intense when it first blew," Lewis said. "My first reaction was to put the fire out. We both charged down the hill. As soon as I got to the bottom I heard a second explosion and saw the plane captain on fire."

Lewis chased the burning plane captain and finally got him down on the ground, where someone else put out the flames with a fire extinguisher. Lewis then turned his attention to the burning aircraft where he organized firefighting and hose teams which aggressively fought and extinguished the fire.

"My major thought at the time was 'if the fire gets to those fuel drop tanks we'd all be dead,'" he said, matter-of-factly. "I worked at 'crash' in my first job, and with so much fuel there I knew it would have wiped us all out unless we got it under control quickly.

"I was the on-scene leader for about 20 to 30 people, all from my shift — [basically] because I was there," said Lewis.

According to Lewis, instinct and the knowledge taught by the Navy took over and "told him" exactly what to do.

"I just did what I had to do," said the modest Lewis, a Birmingham, Ala., native, who joined the Navy in 1982. Lewis was also there "doing what he had to do" during the June 1990 fire aboard USS *Midway* (CV 41), when his squadron deployed with the carrier on WestPac. "Each time afterward," he said, "I just thanked God I was there to help." ■

— Story by JO2 Andrew I. Karalis assigned to All Hands. JO1 Charlotte Crist, Public Affairs assistant to the Master Chief Petty Officer of the Navy, contributed to this story.



Photo courtesy of NCOA



# News Bights

Secretary of the Navy H. Lawrence Garrett III recently announced the aircraft carrier USS *Kitty Hawk* (CV 63) will move to San Diego after completing the Navy's Service Life Extension Program in Philadelphia.

The home port change will occur during summer 1991, with the actual arrival date based on operational requirements and announced later.

Navy officials assured families there will be adequate housing available in the San Diego area because the city has historically been the home port for three Pacific Fleet carriers.

*Kitty Hawk* will join USS *Ranger* (CV 61) to become the second carrier homeported in San Diego.

\* \* \*

Decommissioning of USS *Lexington* (AVT 16) is scheduled for mid-1991. After 47 years of service to the fleet, "Lady Lex" will be replaced by USS *Forrestal* (CV 59) as the Navy's training carrier. Secretary of the Navy H. Lawrence Garrett III announced the decision to retire *Lexington* early as a cost-saving measure. Since joining the fleet in 1943, "The Blue Ghost," as she became known during World War II, destroyed more than 1,000 enemy planes and sank 300,000 tons of shipping.

Serving as the Navy's training carrier since 1962, "Lex" has carrier qualified thousands of naval aviators and recorded more than 490,000 arrested landings.

*Forrestal*, homeported in Mayport, Fla., may assume the training carrier role as early as this month.

\* \* \*

Secretary of Defense Dick Cheney recently announced that one Marine Corps and eight Navy shore installations are among more than 150 overseas Department of Defense facilities being closed, reduced or realigned starting this fiscal year. The announcement follows a review conducted by each department directed by the secretary in light of potential force structure changes and an upcoming arms control agreement in Europe. Declining budget funds in future years are also a factor.

Overseas installations scheduled for closure, realignment or reduction are: Naval Facility Bermuda; Naval Facility Argentina, Newfoundland, Canada; Naval Air Facility Kadena, Okinawa, Japan; Guardamar Communications Site, Guardamar Del Segura, Spain; Naval Communications Station Harold E. Holt, Exmouth, Australia; Naval Support Activity, Naples, Italy; Cartagena Fuel and Ammunition Areas, Cartagena, Spain;

and the Marine Corps' Camp Foster, Japan.

CONUS facilities are still under study and a decision on them is pending because DoD does not have the authority to close a domestic installation without congressional approval. Secretary Cheney is expected to present Congress a list of domestic bases to be closed, realigned or reduced next month.

\* \* \*

Steps are being taken to reduce the number of student aviators due to an excess of these students in aviation training commands. This excess is causing lengthy delays between training phases, increasing training costs and creating morale problems.

According to Navy officials, the surplus is primarily due to smaller fleet requirements for pilots based on anticipated budget reductions and Navy force structure changes. Lower-than-expected pilot attrition rates are also a factor.

To lower the number of student pilots, the Navy will reduce accession of new pilots to the level necessary to sustain a flow of students and meet long-term requirements. In addition, approximately 300 student pilots will be released from training this fiscal year.

Volunteer disenrollments will be solicited along with some opportunities for interservice transfers. Of those released from training, some will be offered transfers to other officer career fields or released from active duty.

\* \* \*

United Service Organizations, the civilian non-profit group devoted to serving the off-duty needs of our nation's military, has announced plans to provide morale support programs and services to American troops deployed to the Middle East as well as their families who remain in the U.S.

Radio stations across the country are participating in the "USO Morning Show Network" to raise funds for USO activities. The USO will focus on celebrity entertainment, temporary facilities and fleet centers, communicating with the troops and family-oriented social support services.

Because the USO receives no federal funds and will provide these services at no cost to the troops, it must develop innovative fund-raising programs. The Gulf crisis has spawned the need for immediate additional funds. Those wanting to help the troops can do so through direct support to the USO. Checks to "World USO" may be sent to: USO World HQ, Gulf Crisis Fund, 601 Indiana Ave. N.W., Washington, D.C. 20004. □



# Mail Buoy

## Compliments on Cabot

I was very pleased to read the article about my ship USS *Cabot* (CVL 28) and other naval activities in New Orleans in the July 1990 issue of *All Hands* magazine.

After serving my country over a span of 46 years, I am retiring from my job with the Department of Defense at the end of August.

Please pass on my compliments to Petty Officer Bosco for his fine story and photos. I wish you a long and satisfying career in the Navy, and keep up those excellent editions of *All Hands*.

— Victor Carman  
Cincinnati, Ohio

## Image is important

Regarding the August 1990 publication of *All Hands*, the front cover portrays a heavy equipment operator who, in my mind, is a very poor example of the Seabees "can do" spirit. Not only is he wearing a non-authorized T-shirt, but every good Seabee heavy equipment operator knows that you must wear a hard hat when operating any piece of heavy equipment. He is also not wearing hearing protection.

Being a heavy equipment operator in the Seabees myself, I feel that it is very important to project a more professional image.

Thank you for projecting the other three photographs in the professional "can do" spirit that I am very proud to be a part of.

— EO2 Lane Saulmon  
Navy Recruiting Station  
Sacramento, Calif.

## No rest for the weary

In regard to your article on the 15th anniversary of *Operation New Life*, the evacuation of Vietnamese to Guam, in the September 1990 edition:

The day *Operation New Life* began, I was assigned as detachment clerk for Finegayan Detachment, Naval Mobile Construction Battalion 4, out of Port Hueneme, then deployed to Camp Covington, Guam, CDR Malcolm MacDonald, CEC, USN, commanding.

The order to "mount-out" arrived at NCS Finegayan (now NavCAMS Marianas) at 9 a.m. Our 60-man detachment had our five construction projects closed down by 1 p.m. We were on a man-haul at

3 p.m., headed down-island to the abandoned airfield at Orote Point. ENS Richard Elliot and Chief Steelworker James Willis could not have been more professional or organized in completing these tasks under short notice.

The 16-man tents sent to Guam provided adequate space for the refugees, but construction the first day was seriously hampered by the fact that wooden tent-peggs tend to splinter when driven into coral. Builder Constructionman Michael O'Donnell was responsible for inserting a length of rebar into a pneumatic hammer and driving it into the ground as a substitute. After that, we were erecting one tent every 12 minutes for each 10-man crew, from the time that the folded tent was placed on-site from the forklift, until the waiting refugees moved in.

Finegayan Det. worked 12 hours each day, plus an hour commute each way. But, despite the fact that NMCB 4, and her 850 men were the prime muscle behind the construction of Camp Fourtuitous, you omitted any mention of NMCB 4.

NMCB 4 laid out that camp, ran water, brought in electricity and fed the refugees until the arrival of a Reserve Army unit. NMCB 4 even had to erect their tents! After that, we spent every available free moment spray painting the Seabee logo over Army stars. Ninety-two percent of Camp Fourtuitous was erected in three weeks.

— Nicholas Von Teck  
San Diego, Calif.

• *Thanks for setting the record straight. — ed.*

# Reunions

• **USS Navarro (APA 215)** — Reunion proposed. Contact Newton M. Marler by January 1991 at 3228 Plymouth Place, New Orleans, La. 70131; telephone (504) 393-1663.

• **USS Sussex (AK 213)** — Reunion February 1991, San Diego. Contact Donavon English, P.O. Box 20968, Portland, Ore. 97220; telephone (503) 252-4601.

• **USS J. Fred Talbott (DD 230)** — Reunion March 6-9, 1991, Charleston, S.C. Contact Bob Zveare, 714 W. Tantalum Drive, Fort Washington, Md. 20744; telephone (301) 292-2587.

• **USS Kanawha (AO 1)** — Reunion March 7-9, 1991, Phoenix, Ariz. Contact George Wilder, 214 West Ruth Ave., Phoenix, Ariz. 85021; telephone (602) 943-9549.

• **USS Stack (DD 406)** — Reunion March 12-16, 1991, Kissimmee (Orlando), Fla. Contact J.B. Lytle, 17435 W. Longlake, Alpena, Mich. 49707; telephone (517) 595-2978.

• **USS Colhoun (DD 801)** — Reunion April 5-7, 1991, Long Beach, Calif. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

• **USS Terry (DD 513)** — Reunion April 10-13, 1991, Norfolk. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

• **VP/VPB 213, World War II PBM Mariner Squadron** — Reunion April 17-21, 1991, San Diego. Contact Norman H. Maffit, 14709 Carlos Circle, Rancho Murieta, Calif. 95683; telephone (916) 354-2219.

• **PBM Mariner - P5M Marlin** — Reunion April 17-21, 1991, San Diego. Contact Dr. Carl R. Ahee, 22853-B Nadine Circle, Torrance, Calif. 90505; telephone (213) 530-9859.

• **USS John Hood (DD 655)** — Reunion April 18-20, 1991, Baton Rouge, La. Contact John Snider, 5008 Lavaca Court, Midland, Texas 79701; telephone (915) 697-5309.

• **VF 42** — Reunion (50th Anniversary) April 25-28, 1991, Norfolk. Contact Joseph J. Fazio, 3816 Annie Lane, Virginia Beach, Va. 23452; telephone (804) 340-2430.

• **USS Montpelier (CL 57/SSN 765) World War II** — Reunion April 1991, Newport News, Va. Contact Ed Ireland, 7633 Hillshire Court, Saginaw, Mich. 48603; telephone (517) 781-0716.

• **Officers of VS 21** — Reunion April 1991, San Diego. Contact LT Scott Lewis, NAS North Island, San Diego 92135; telephone (619) 545-7080.

• **USS Wasp (CV/CVA/CVS 18) 1943-72** — Reunion May 1-5, 1991, San Diego. Contact Richard G. VanOver, 6584 Bunting Road, Orchard Park, N.Y. 14127; telephone (716) 649-9053.

• **Destroyer Division 59: USS Dupont (DD 152), USS Bernadou (DD 153), USS Ellis (DD 154), USS Cole (DD 155), and USS Dallas (DD 199)** — Reunion May 23-26, 1991. Contact R. K. Prouty, 335 Main St., Spencer, Mass. 01562; telephone (508) 885-2894.



Navy Christmas from 1984 — Port bow view of the battleship *USS Iowa* (BB 61) decorated with Christmas lights which outline the barrels of her 16-inch guns. U.S. Navy photo.







Soviets in San Diego • Page 24



















UNIVERSITY OF FLORIDA



3 1262 05099 7955

HECKMAN  
BINDERY INC.



SEP 93

N. MANCHESTER,  
INDIANA 46962



